

July 7, 2011 – Steering Committee Meeting

- **Presentation**



Steering Committee Meeting July 7, 2011

Terry Egger and Jamie Ireland
Co-Chairs

HNTB

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Welcome and Opening Remarks

Terrance Egger and Jamie Ireland III
Steering Committee Co-Chairs

Meeting Objectives

- Updates since September 8, 2010 Meeting
- Discussion of a Recommended Preferred Alternative
- Preparation for July Public Meetings
- Next Steps to Complete Planning Phase

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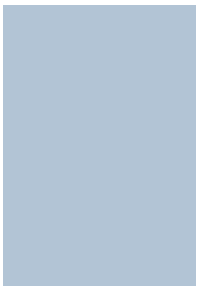





Project Updates

Terri Hamilton Brown, GCP

- New Steering Committee Members
 - Myron Pakush, ODOT - District 12, Director
 - Ed Fitzgerald, Cuyahoga County Executive
- US EPA Brownfield Planning Grant
 - Kim Scott, City Planning Commission
- Grants awarded by George Gund, Cleveland and Mather Foundations
- Economic Impact Study
 - Michael Cantor, Allegro Realty Advisors









Transportation Planning Update

Matt Wahl, HNTB

- Step 5
 - Summary of Alternatives and CSS Activities
- Step 6 (Current Activities)
 - Reviewed Community Input and Conducted Additional Stakeholder Meetings
 - Revised Typical Section
 - Refined and Evaluated Alternatives
- Discuss Recommended Preferred Alternative





Agenda

Next Steps and Project Schedule

- Update Travel Demand Modeling
- Further Refine Preferred Alternative
- Continue Corridor CSS/Design Planning
- Preparation for July Public Meetings
- Integrate all Planning Efforts
 - Community / Brownfield Land Use Studies
 - Economic Impact and Traffic Studies
 - HNTB / ODOT Environmental Impact Study (EIS)

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Cleveland Opportunity Corridor Brownfields Area-Wide Planning Pilot Program (COC BAWPPP)

A Planning Process for Sustainable Development

Update for the OC Steering Committee

July 7, 2011

Presented by

Kim Scott, City Planner
Cleveland Planning Commission

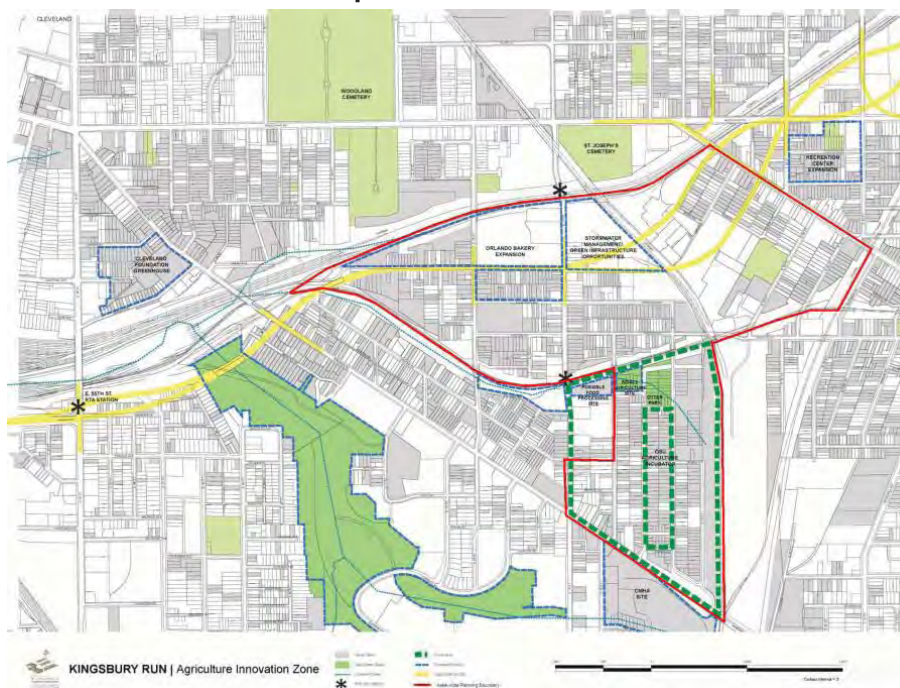


Frank G. Jackson, Mayor

Goals COC BAWPPP

- Educate residents and business owners about brownfields
- Establish a priority list of sites for assessment and remediation
- Outline the steps and resources needed to address remediation issues
- Develop a Community Supported Brownfield Area-Wide Plan

Map of Pilot Area

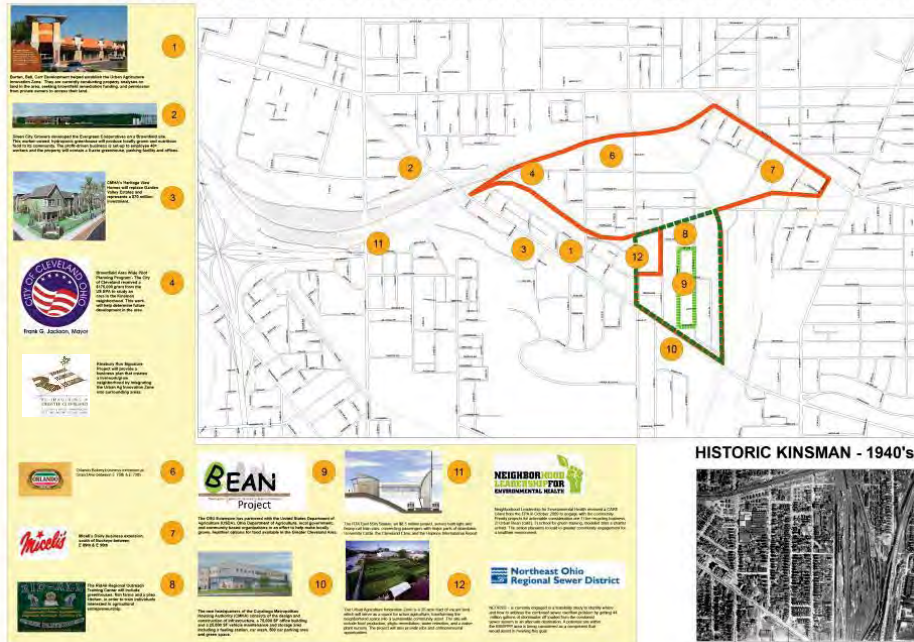


Project Partners

- Kinsman & Lower Buckeye Neighborhood Residents
- City of Cleveland: City Planning & Economic Development
- Opportunity Corridor Steering Committee / GCP
- City Architecture with Partners Environmental
- Burten, Bell, Carr Development, Inc.
- Buckeye Area Development Corporation
- CUDC, NPI & ParkWorks
- Environmental Health Watch
- Northeast Ohio Regional Sewer District
- Ohio State University Extension Program
- U.S. Environmental Protection Agency
- And the list is growing

What	When	Why
Community Meeting - 1	Wednesday, July 20 th 6 – 8 pm	To introduce BAWPPP grant to the community, receive feedback about areas of concern in the Kinsman & Lower Buckeye neighborhoods
BAWPPP Design Charrette #1	Wednesday, August 3 rd 2 – 4 pm	Facilitate a hands-on workshop soliciting the community's sustainable redevelopment ideas for brownfields in Development District 2
BAWPPP Design Charrette #2	Wednesday, August 10 th 8 – 10 am	Facilitate a hands-on workshop soliciting the community's sustainable redevelopment ideas for brownfields in Development District 5
BAWPPP Design Charrette #3	Wednesday, August 10 th 6 – 8 pm	Facilitate a hands-on workshop soliciting the community's sustainable redevelopment ideas for brownfields in Development District 3
Community Meeting - 2	Wednesday, September 21 st 6 – 8 pm	To present initial area-wide plan and receive community input and feedback
Advisory Committee Meeting - 2	Wednesday, October 19 th 2 – 3:30 pm	To discuss outcome of Community Meeting #2 and refine ideas for Community Meeting #3
Community Meeting - 3	Wednesday, November 16 th 6 – 8 pm	To present final area-wide plan, outline next steps for plan implementation and receive plan feedback
Advisory Committee Meeting - 3	Wednesday, January 11 th 2 – 3:30	To discuss outcome of final area-wide plan and implementation

AREAWIDE INVESTMENT PROJECTS & INITIATIVES



Allegro Realty Advisors




Highest and "Most Appropriate" Use Model:





Scope of Services:

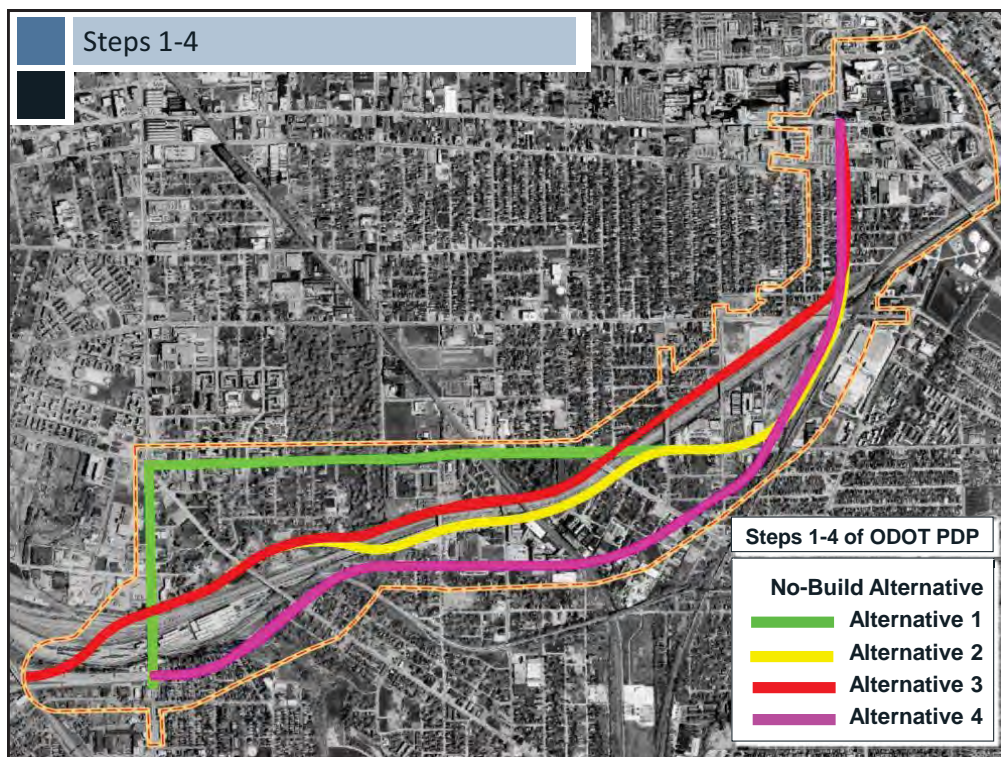
- Phase I — High-level Land Use Analysis
- Phase II — Economic Impact Analysis

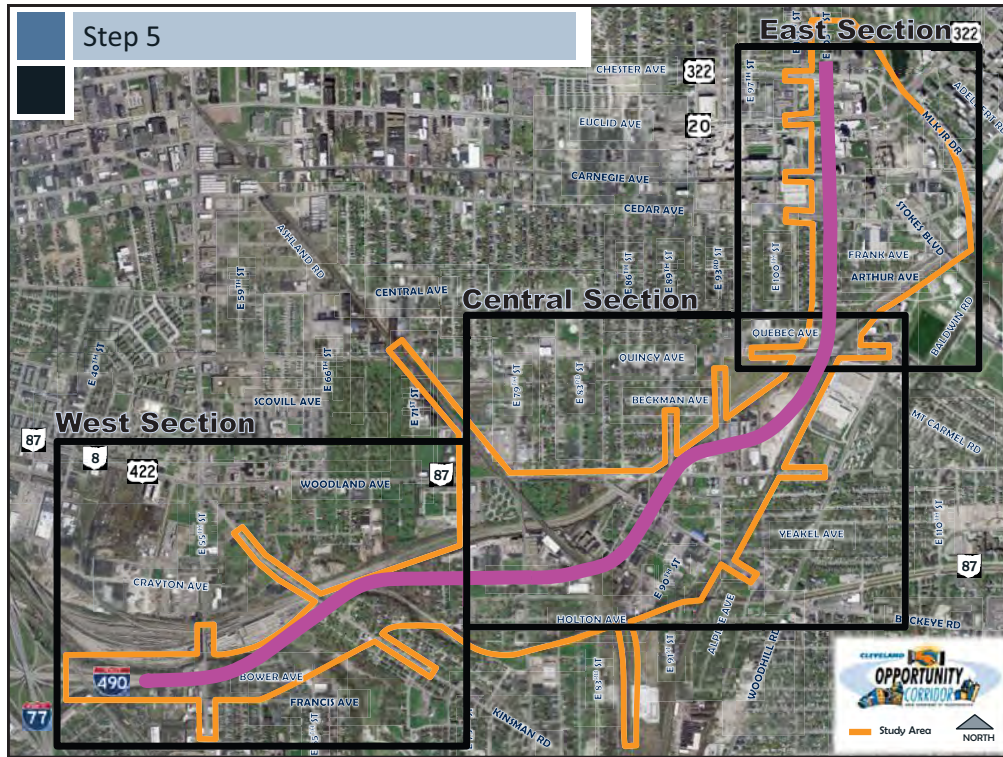
OC Project Overview




- Need Elements
 - Improve system linkage
 - Improve mobility
 - Support planned economic development
- Goals and Objectives
 - Public transportation
 - Pedestrian and bike facilities

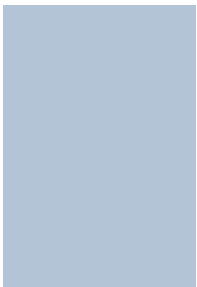












Step 5
 Context
 Sensitive
 Solutions















Summary of CSS activities and feedback on priorities

- Roadway elements
- Roadside elements
- Community elements
- Vegetative elements
- Landform elements
- Corridor theme








Step 5
 Context
 Sensitive
 Solutions

Some
 elements
 will require
 additional
 funding
 sources









Roadway Elements:

- Enhanced bridges
- Ornamental roadway lighting
- Ornamental railings and fencing


Roadside Elements:


- Pedestrian amenities
- Ornamental pedestrian and access lighting
- Bike facilities

Step 5
 Context
 Sensitive
 Solutions

Some
 elements
 will require
 additional
 funding
 sources


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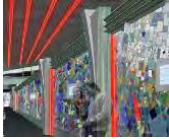




Community Elements:

- Plaza/Community areas
- Stormwater runoff sustainable management


Vegetation Elements:


- Street trees
- Green/sustainable street program
- Planted roadway median

Step 5
 Context
 Sensitive
 Solutions

Some
 elements
 will require
 additional
 funding
 sources


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Landform Elements:

- Naturalistic approach to grading

Corridor design character and Theme:

- Community Inspired Theme



Step 6

Alternatives and Recommendations

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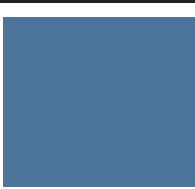


Step 6 Activities

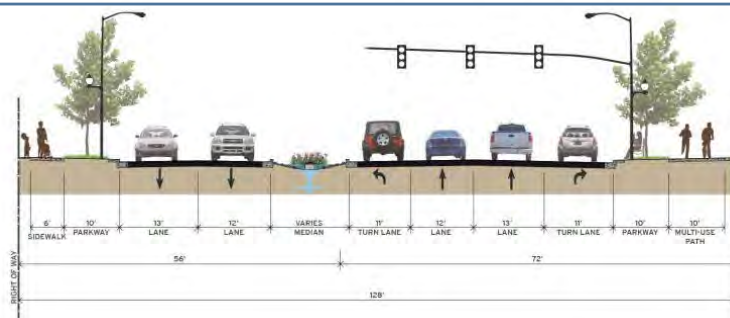
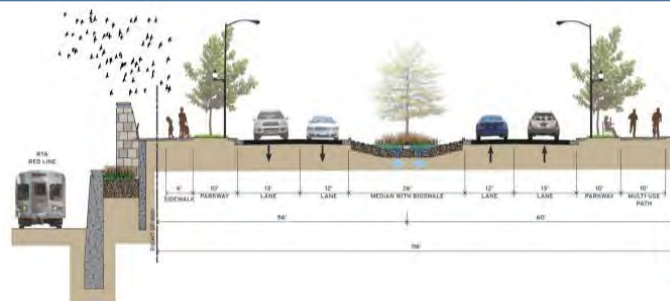
- Revised Typical Section
 - Community input
 - Traffic Analysis
- Further developed alignments
- Evaluated alternates
- Established a Recommended Preferred Alternative

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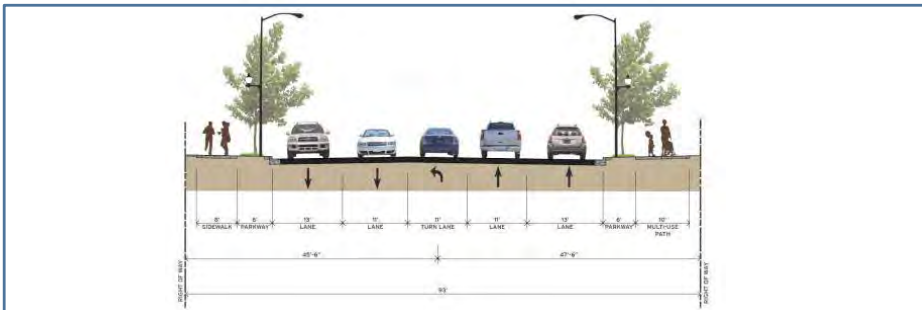
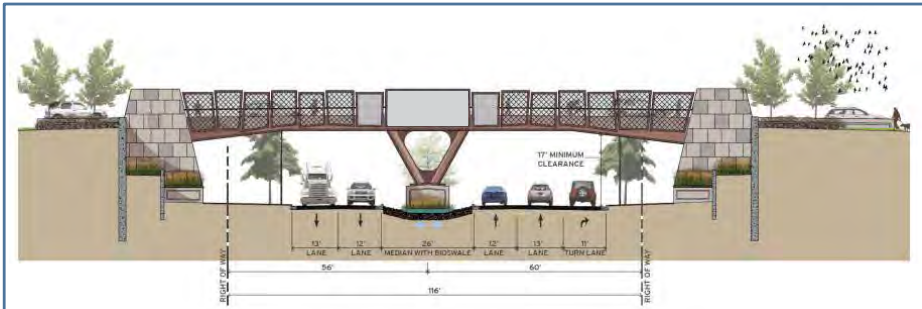
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The number of lanes required may change once new traffic volumes are developed and analyzed

Typical Sections



The number of lanes required may change once new traffic volumes are developed and analyzed

WEST SECTION ALTERNATES

Alternate A

At Grade Intersection



Alternate B

Grade Separated



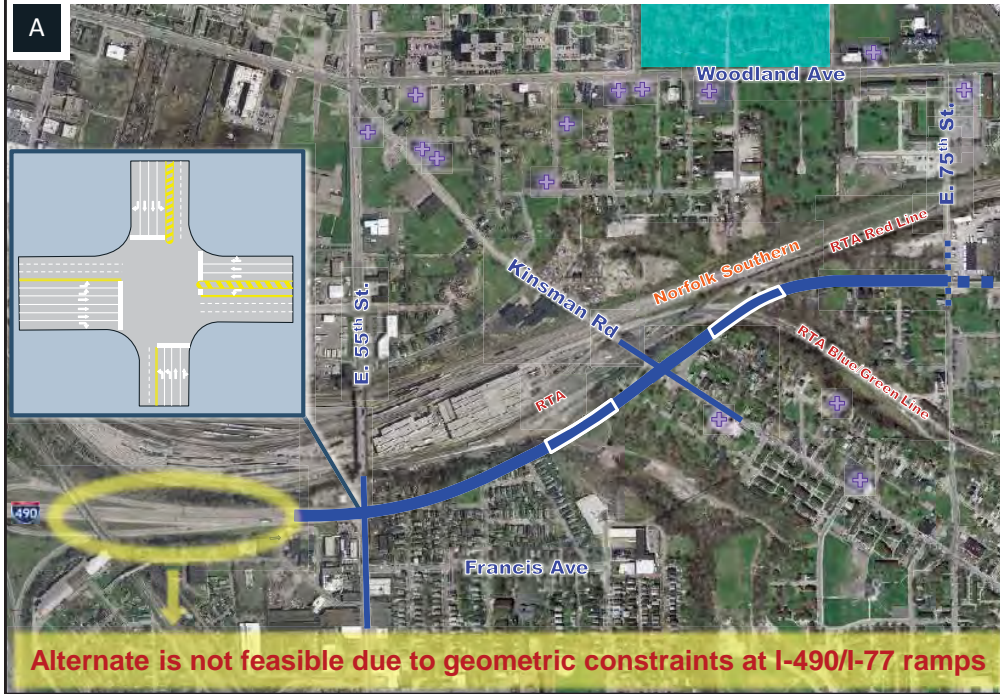
Alternate C

Quadrant Roadway



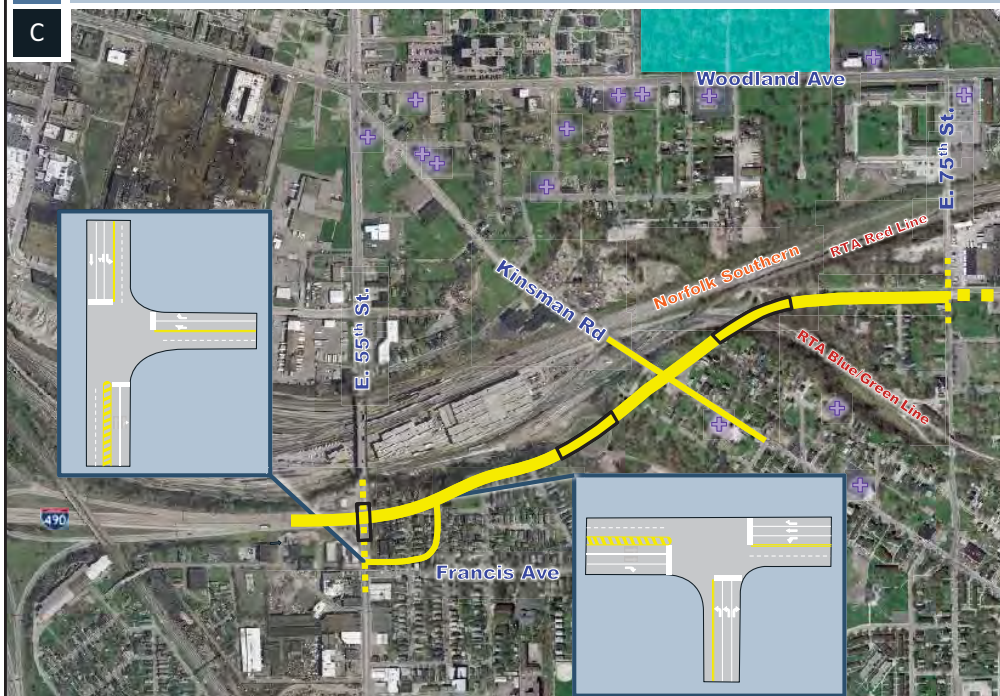
West Section – E.55th Street to E.75th Street – At Grade Alternate

A



West Section – E.55th Street to E.75th Street – Quadrant Alternate

C



Quadrant Roadway Example

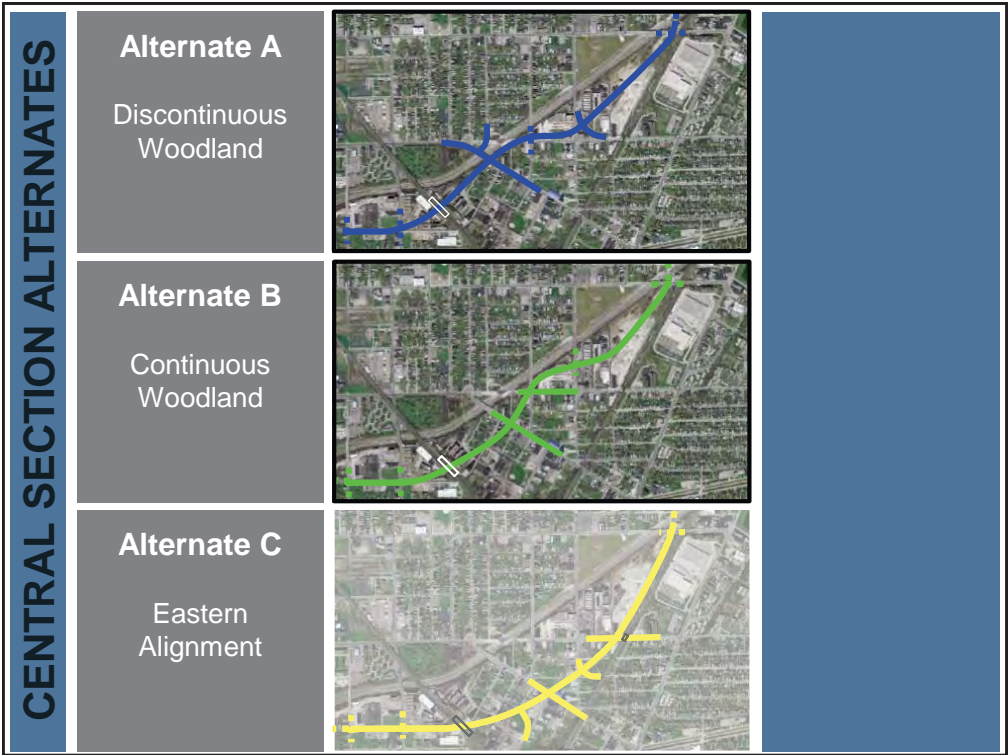


West Alternate Evaluation

	Alternate C Quadrant Roadway
Potential Hazardous Material Sites Impacted	3
Historic/Parkland Impacts (Acres)	0
Residential Displacements (Units)	45 (71) to 48 (76)
Church Displacements (Number)	0
Commercial Business (Relocations)	4 (3)
Public /Community/City Support	Preferred
Recommended as preferred alternative	Yes

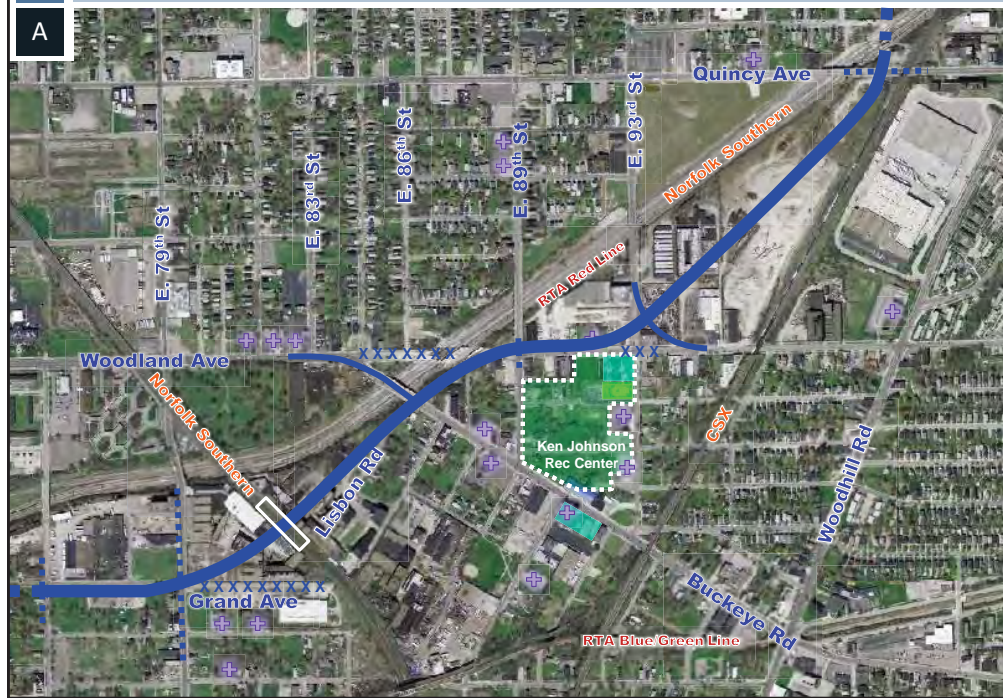
Impacts listed are based on a 4-lane roadway.
The number of lanes required may change once the travel demand study is completed and new traffic volumes are developed and analyzed





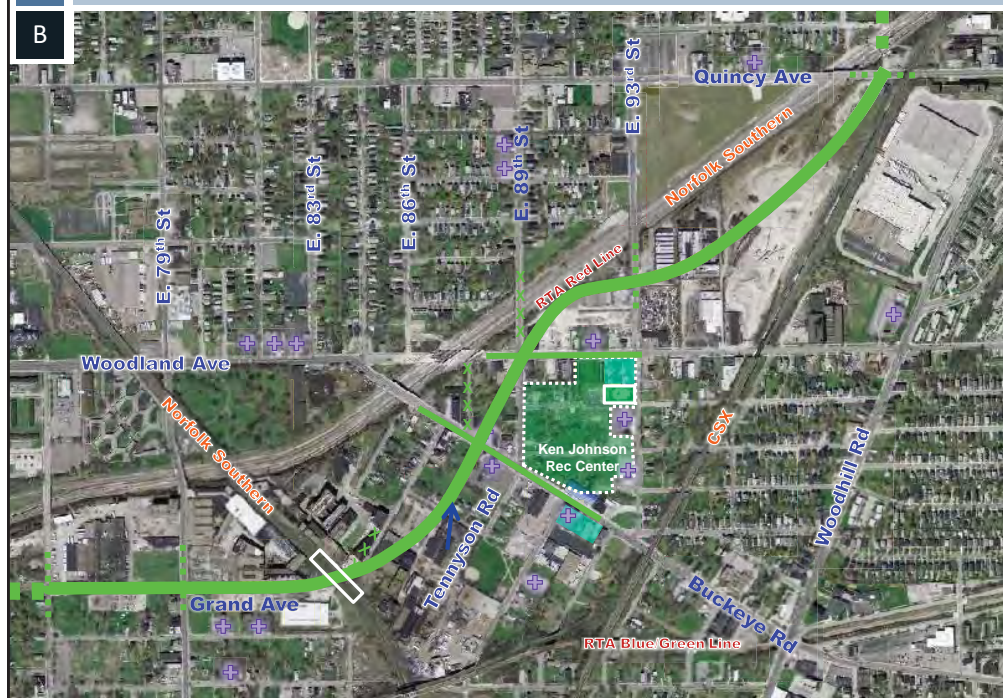
Central Section – E.75th Street to Quincy Avenue (Step 6)

A








Central Section – E.75th Street to Quincy Avenue (Step 5)

B

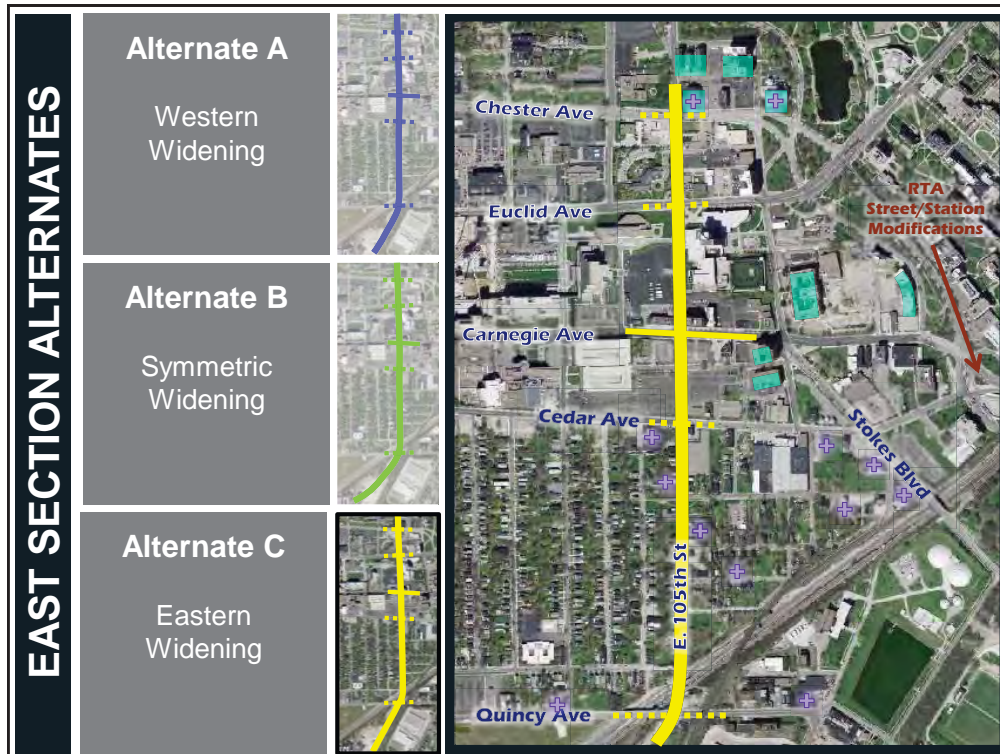




  			
Central Alternates Evaluation		Alternate A Discontinuous Woodland	Alternate B Continuous Woodland
	Potential Hazardous Material Sites Impacted	7	12
	Historic/Parkland Impacts (Acres)	0	0
	Residential Displacements (Units)	6 (10)	11 (11)
	Church Displacements (Number)	1	1
	Commercial Business (Relocations)	12 (5)	16 (7)
	Public /Community/City Support	Less Preferred	Preferred
	Recommended as preferred alternative	No	Yes

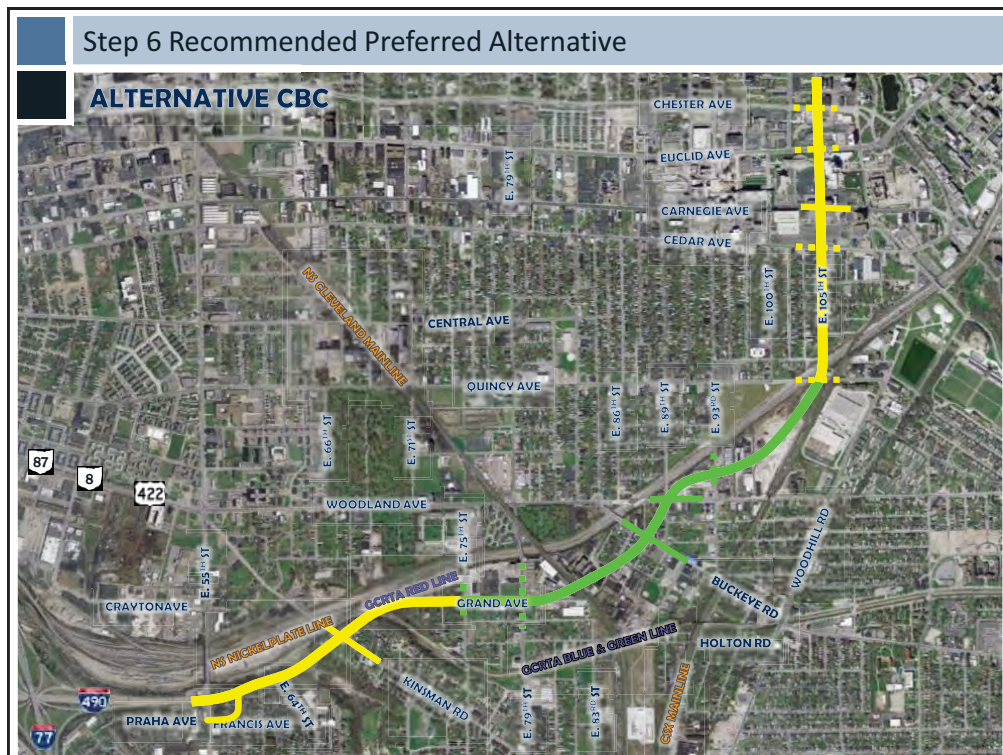
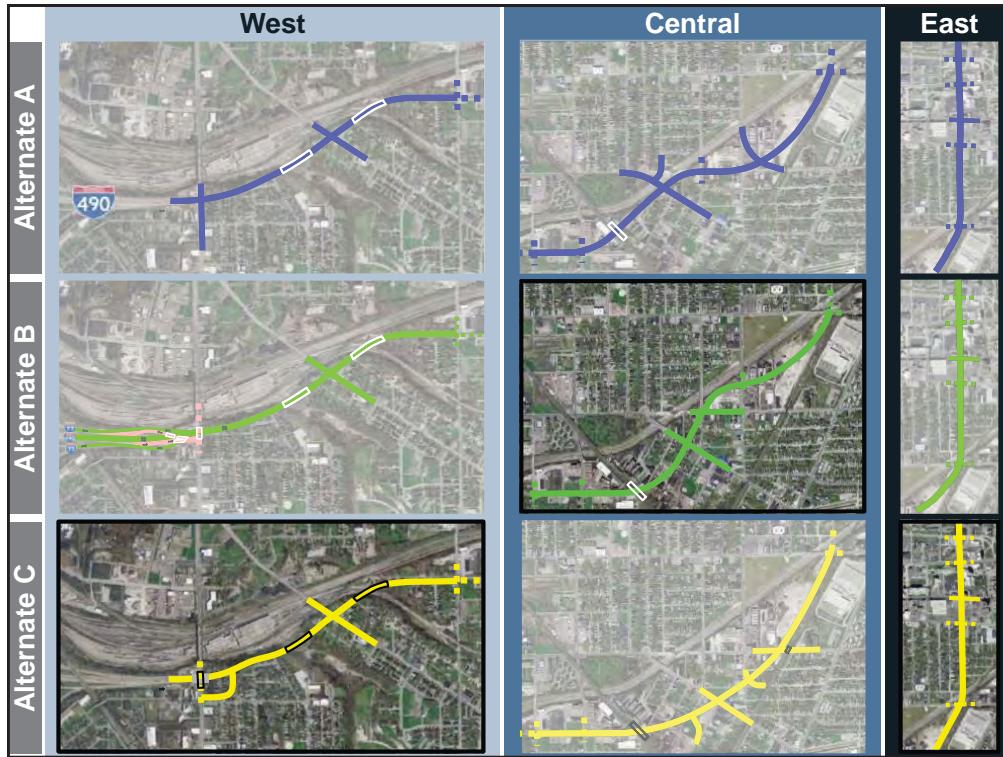
Impacts listed are based on a 4-lane roadway.
 The number of lanes required may change once the travel demand study is completed and new traffic volumes are developed and analyzed



East Alternate Evaluation			Alternate C Eastern Widening
		Potential Hazardous Material Sites Impacted	3
		Historic/Parkland Impacts (Acres)	1 (possible)
		Residential Displacements (Units)	4 (8)
		Church Displacements (Number)	0
		Commercial Business (Relocations)	3 (3)
		Public /Community/City Support	Preferred
		Recommended as preferred alternative	Yes

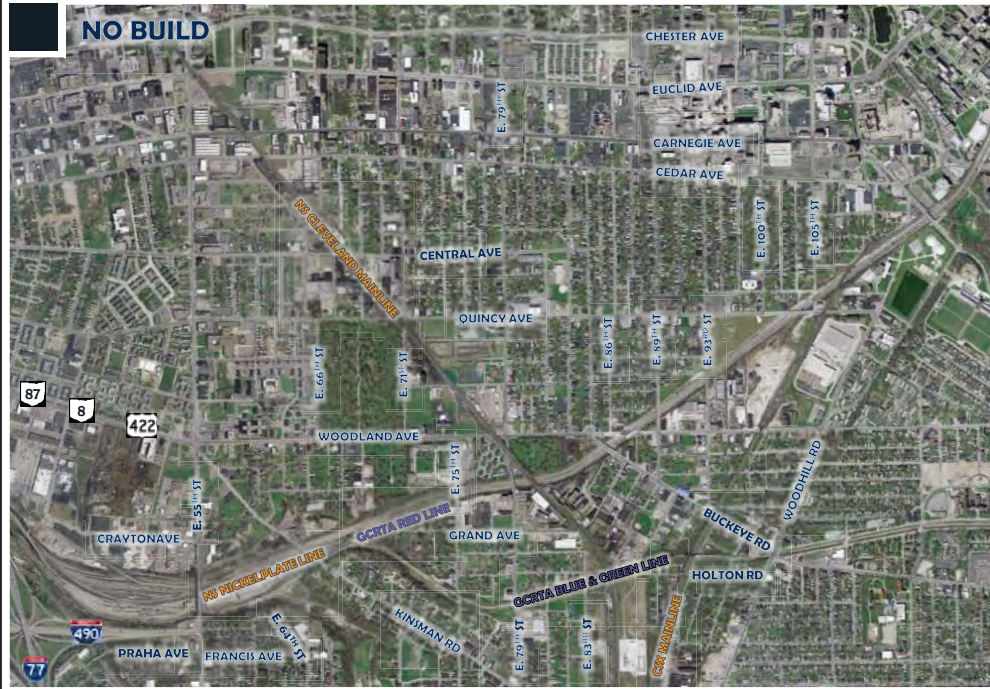
Impacts listed are based on a 4-lane roadway.

The number of lanes required may change once the travel demand study is completed and new traffic volumes are developed and analyzed



Step 6 Recommended Preferred Alternative

NO BUILD



Next Steps Public Involvement

Meetings #1 and #2

When: Tuesday, July 26, 2011
2:00 pm to 4:00 pm and
6:00 pm to 8:00 pm

Where: Calvary Hill Baptist Church
2171 E. 103rd Street

Meeting #3

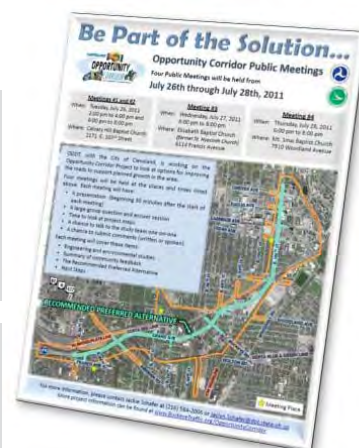
When: Wednesday, July 27, 2011
6:00 pm to 8:00 pm

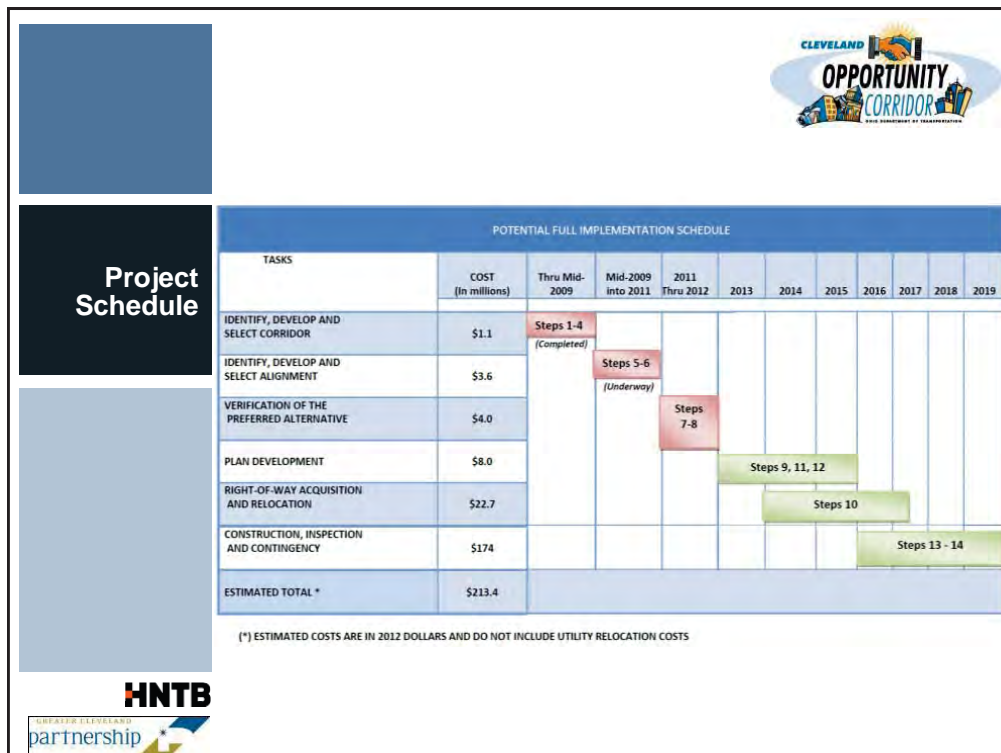
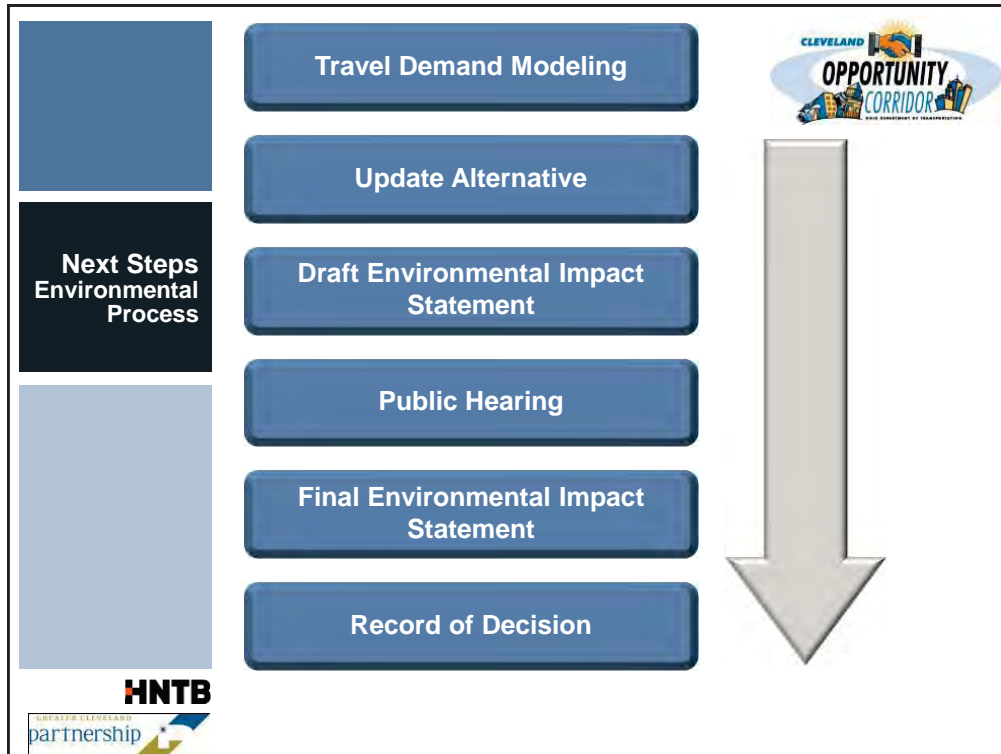
Where: Elizabeth Baptist Church
(former St. Hyacinth Church)
6114 Francis Avenue

Meeting #4

When: Thursday, July 28, 2011
6:00 pm to 8:00 pm

Where: Mt. Sinai Baptist Church
7510 Woodland Avenue







Question & Answer

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Thank You!

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November 16, 2011 – Steering Committee Meeting

- Agenda
- Presentation

OPPORTUNITY CORRIDOR STEERING COMMITTEE MEETING
NOVEMBER 16, 2011 at GREATER CLEVELAND PARTNERSHIP BOARD ROOM
PROPOSED AGENDA

1. PROJECT UPDATES

- a. Summary of July Public Meetings
- b. Transportation Planning (ODOT and HNTB)
 - i. Recommended Preferred Alternative (presented at July 2011 Public Meetings)
 - ii. Revised Recommended Preferred Alternative
 - iii. Potential Construction Phases
 - iv. Traffic Analysis
 - v. TRAC Application – Scoring, Funds
- c. Community and Economic Development Planning
 - i. Brownfield Study Update and Survey Results (City Planning)
 - ii. Economic Impact Study Presentation (Allegro)
 - iii. Development Site Plans Update (City Architecture)
 - iv. Business Development Assistance Coordination (GCP)

2. REVISED PROJECT TIMELINE and BUDGET

3. STEERING COMMITTEE INVOLVEMENT - 2012

- a. Next committee meeting in February – Lane Recommendations and Final Roadway Configuration
- b. Final Public Hearing – June

4. STAFF TRANSITION



Steering Committee Meeting

November 16, 2011

Terry Egger and Jamie Ireland
Co-Chairs

Welcome and Opening Remarks

Terry Egger and Jamie Ireland III

Steering Committee Co-Chairs

Agenda

- Project Updates
 - July 2011 Public Meetings Summary
 - Transportation Planning
 - Development Planning
- Revised Project Timeline
- Steering Committee Involvement in 2012
- Staff Transition

Project Updates

July 2011 Public Meetings Summary

- 3 locations: Fairfax, Kinsman, Slavic Village
- Well attended (197 people)
- 45 comment sheets returned
- Comments/concerns heard:
 - Job creation
 - Relocation process
 - Multi-modal access
 - Support of project



**Project
Updates**

Transportation Planning Updates

- Recommended Preferred Alternative
 - Presented at July 2011 Public Meetings
- Revised Recommended Preferred Alternative
 - Alternative Refinements (West and Central)
 - Impacts
- Potential Construction Phases
- Traffic Analysis
- TRAC Application

West Section Alternate C – Quadrant Roadway

As presented at the July 2011 Public Meetings

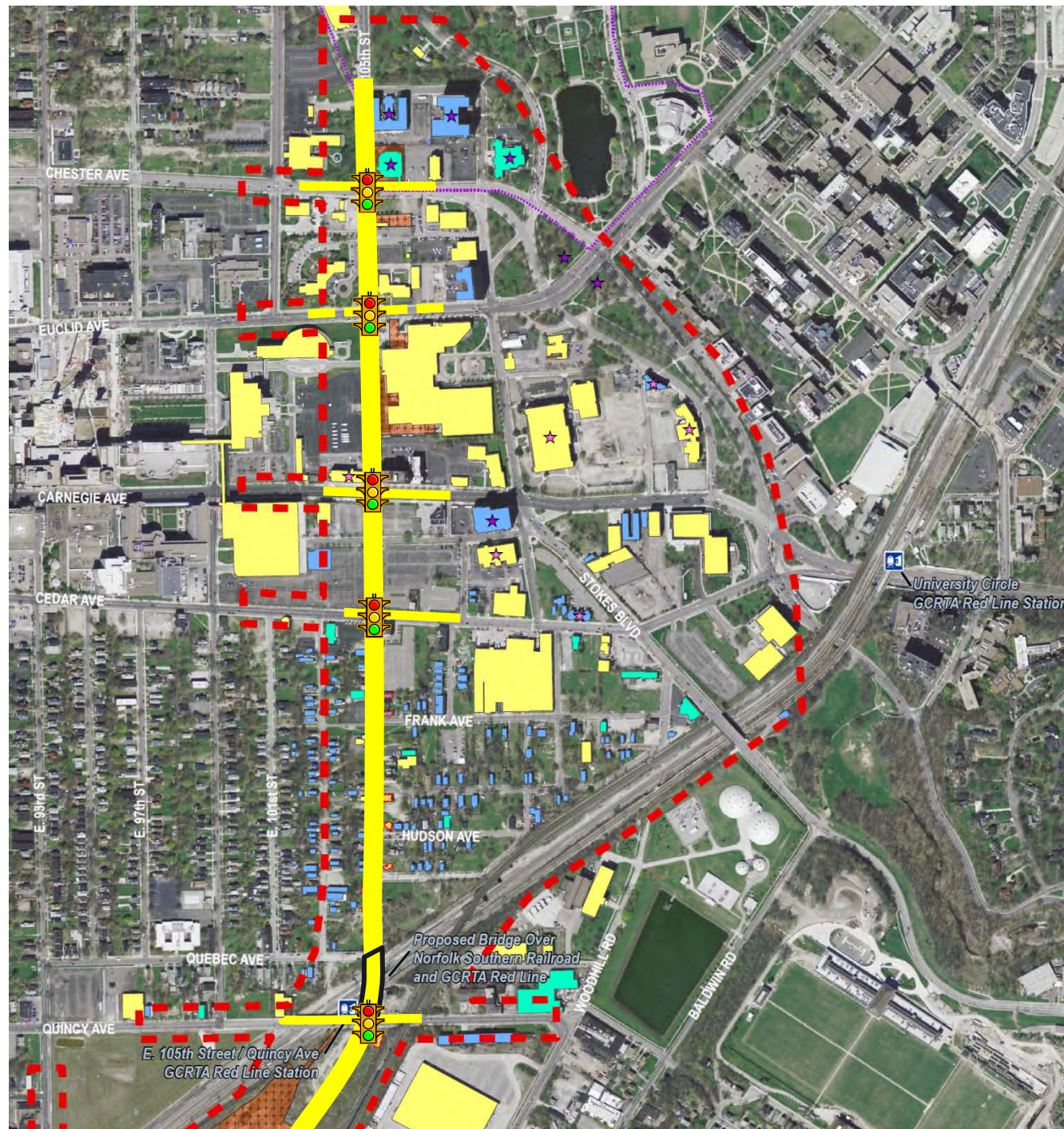


East Section Alternate C – Eastern Widening

*As presented at the July
2011 Public Meetings*

LEGEND

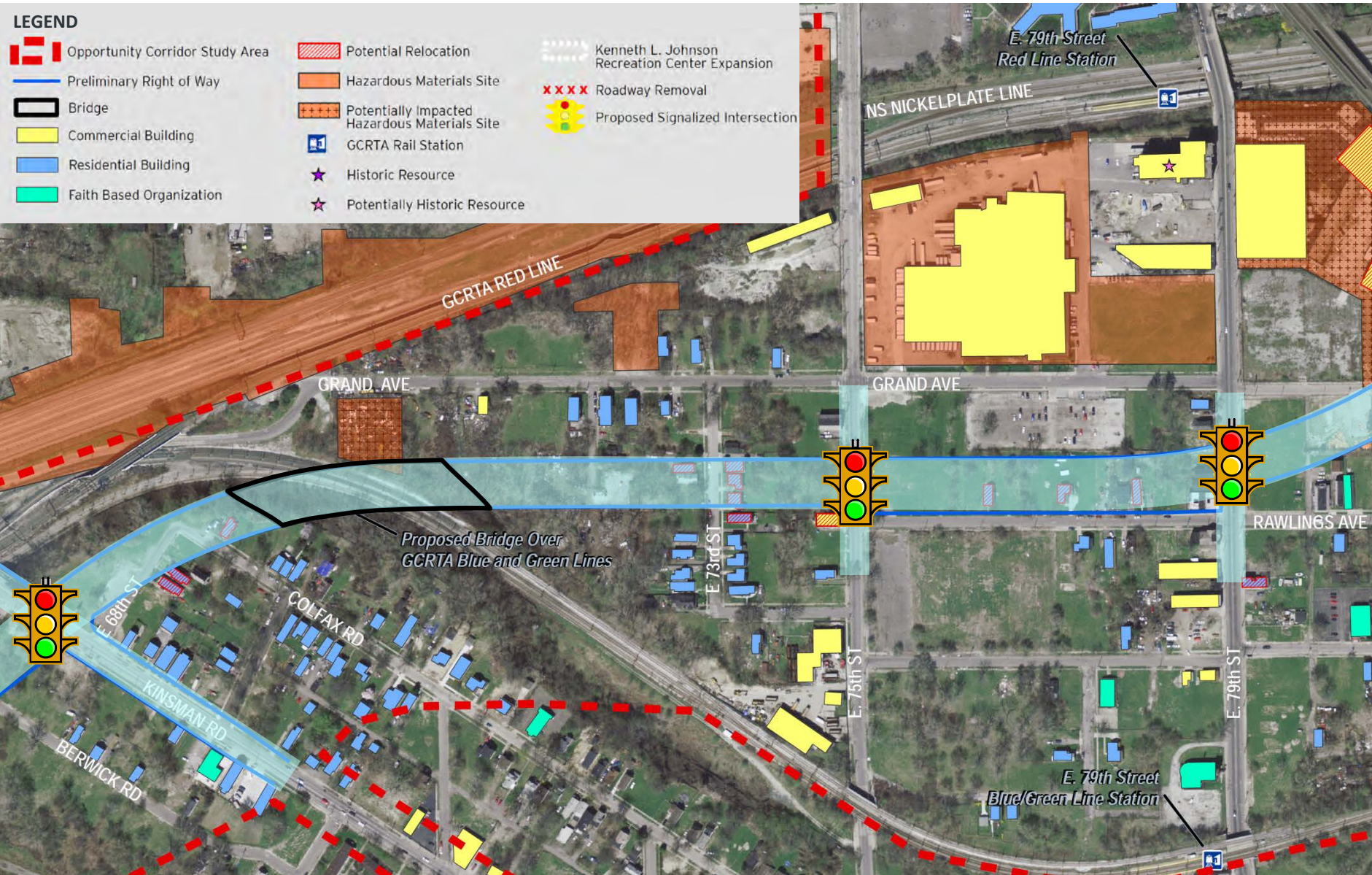
-  Opportunity Corridor Study Area
-  East Alternate C
-  Commercial Building
-  Residential Building
-  Faith Based Organization
-  Potential Relocation
-  Hazardous Materials Site
-  Potentially Impacted Hazardous Materials Site
-  GCRTA Rail Station
-  Historic Resource
-  Potentially Historic Resource
-  Kenneth L. Johnson Recreation Center Expansion
-  Roadway Removal
-  Proposed Signalized Intersection
-  Proposed Bridge



Alternative Refinements (West and Central Sections) – Southern Shift

LEGEND

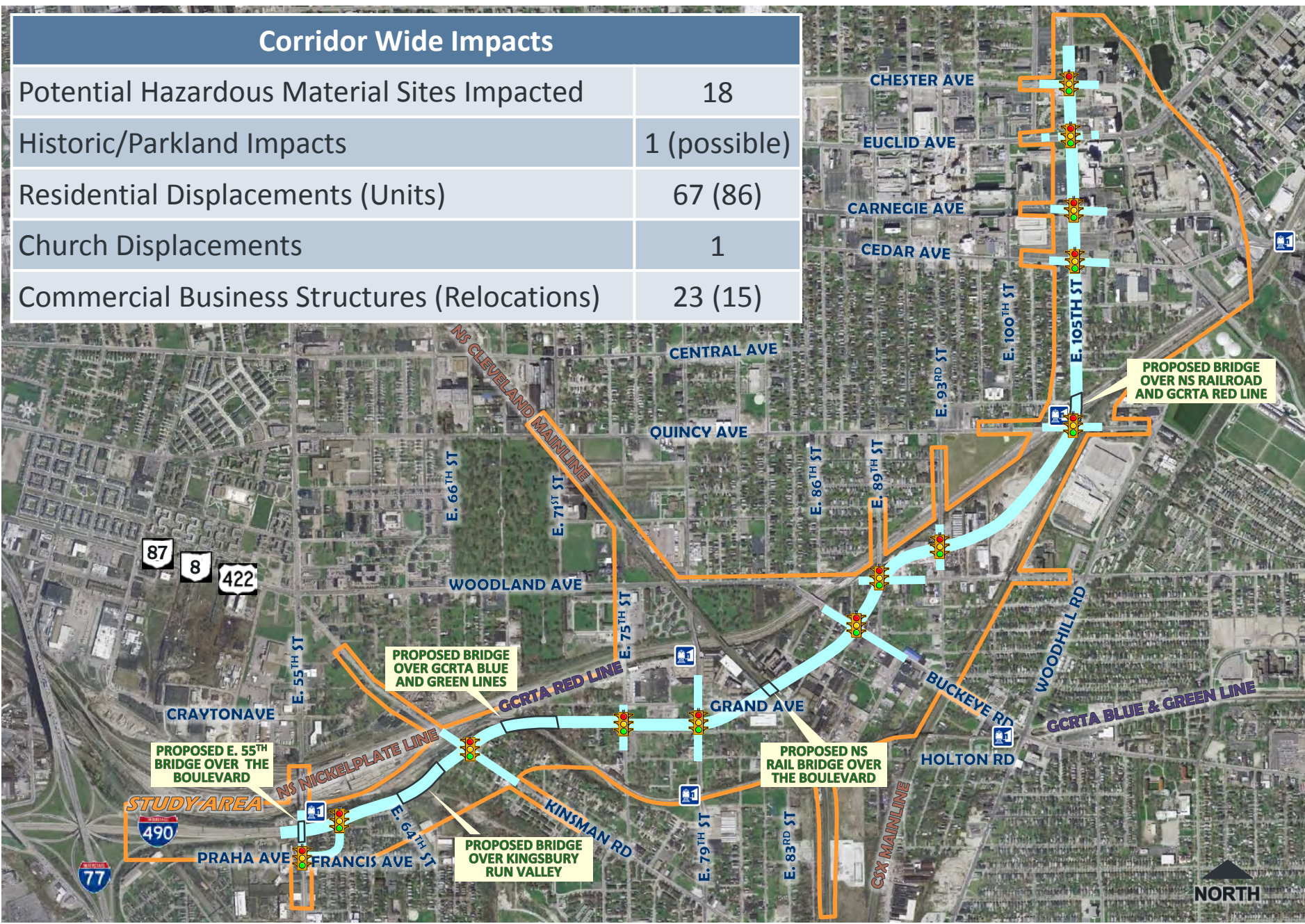
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|---------------------------------|---|--|
| Opportunity Corridor Study Area | Potential Relocation | Kenneth L. Johnson Recreation Center Expansion |
| Preliminary Right of Way | Hazardous Materials Site | Roadway Removal |
| Bridge | Potentially Impacted Hazardous Materials Site | Proposed Signalized Intersection |
| Commercial Building | GCRTA Rail Station | |
| Residential Building | Historic Resource | |
| Faith Based Organization | Potentially Historic Resource | |



Revised Recommended Preferred Alternative

Corridor Wide Impacts

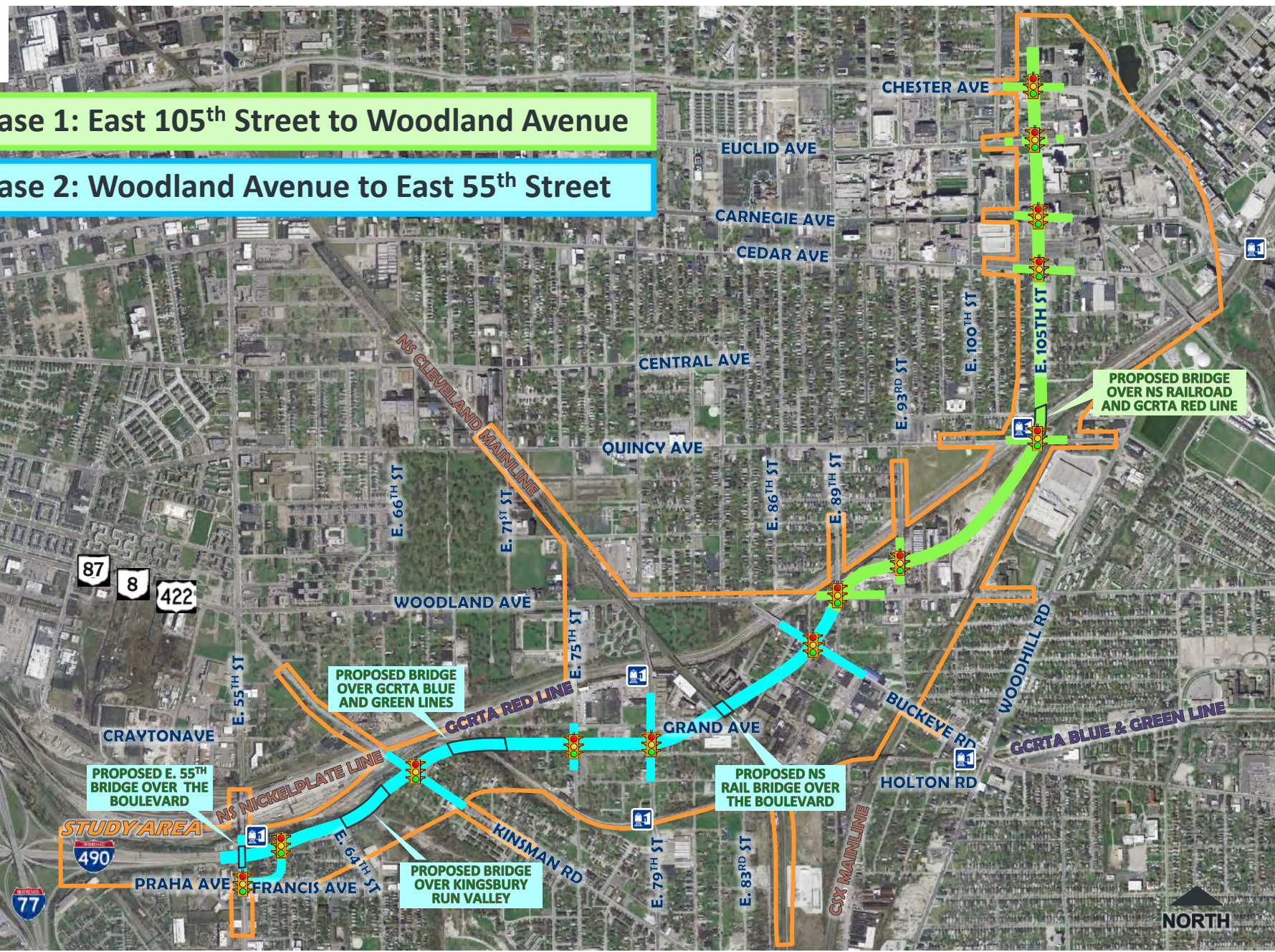
Potential Hazardous Material Sites Impacted	18
Historic/Parkland Impacts	1 (possible)
Residential Displacements (Units)	67 (86)
Church Displacements	1
Commercial Business Structures (Relocations)	23 (15)



Potential Construction Phases

Phase 1: East 105th Street to Woodland Avenue

Phase 2: Woodland Avenue to East 55th Street





Project Updates

Traffic Analysis

- NOACA Travel Demand Model updates almost complete
- Revised volumes – December
- Lane requirements – January
- Steering Committee Meeting – February

**Project
Updates**

TRAC Application

- Submitted by City of Cleveland
- \$10 Million reallocated
- Funds used for Phase 1 detail design and right-of-way acquisition
- Final approval – March 2012
- Draft scoring

Draft TRAC Scoring

Application Data				
ODOT Application #		2011D12-03		
Current TRAC Status		Tier 2		
Proposed TRAC Status		Tier 2		
Ohio County		CUY		
Facility Name		Opportunity Corridor		
Sponsoring Agency		City of Cleveland		
Project Contact Name		Robert Brown		
Transportation Factors (55 Pts)				
Group		Factor	Value	Score
	Traffic	V/C Ratio	0.72	4.0
	Traffic	Crash Frequency/Density	104.64	3.0
	Traffic	Crash Relative Severity Index (RSI)	27,546	2.0
	Traffic	Crash Rate (MVMT)	3.65	3.0
	Traffic	Avg. Daily Truck Trafic	1,048	1.0
Public Return on Investment		Benefit/Cost (B/C) ratio	3.20	10.0
	Air Quality	Reduction in Fuel Consumption	Yes	2.5
	Air Quality	Reduction in Ozone Precursors	Yes	2.5
Functional Classification		Highest Classification	Principal Arterial (Urban)	6.0
Intermodal Connectivity		Part of Project Purpose & Need	None	0.0
Community and Economic Growth and Development Factors (30 Pts)				
Group		Factor	Value	Score
	Land Use Measures	Land Use Plan Exists	Yes	1.0
	Land Use Measures	Land Use Plan Coord. w/ T-Plan	Yes	1.0
	Land Use Measures	Zoning Exists	Yes	1.0
	Land Use Measures	On MPO Long Range Plan	Yes	1.0
Positioning Land for Redevelop.		% Developed Land	83.44%	5.0
	Economic Benefits	Return on Investment	0.88	8.0
	Economic Distress	5 Yr Unemploy / Statewide Avg.	23.28%	1.5
	Economic Distress	5 Yr Poverty / Statewide Avg.	122.45%	2.5
Project Sponsor Investment Factors (15 Pts)				
Group		Factor	Value	Score
Maximizing Public Investment		Local Investment Percentage	0.00%	
			Total Score	55.0



Project Updates

Development Planning Updates

- Economic Impact Study
- Brownfield Study and Site Plans
- Business Development Assistance Coordination

Greater Cleveland Partnership Opportunity Corridor

High-level Land Use Analysis &
Economic Impact Analysis

Allegro Realty Advisors, Ltd.

Introduction

Project Objectives

- Evaluate the potential economic benefits of the planned Opportunity Corridor
- Collect information to understand and make projections about three Sites (i.e., potential land supply) that correlate with the three sections (Eastern, Central and Western) of the Opportunity Corridor
- The project was organized in two phases as follows:
 - Phase 1: High-level Land Use Analysis
 - Phase 2: Economic Impact Analysis

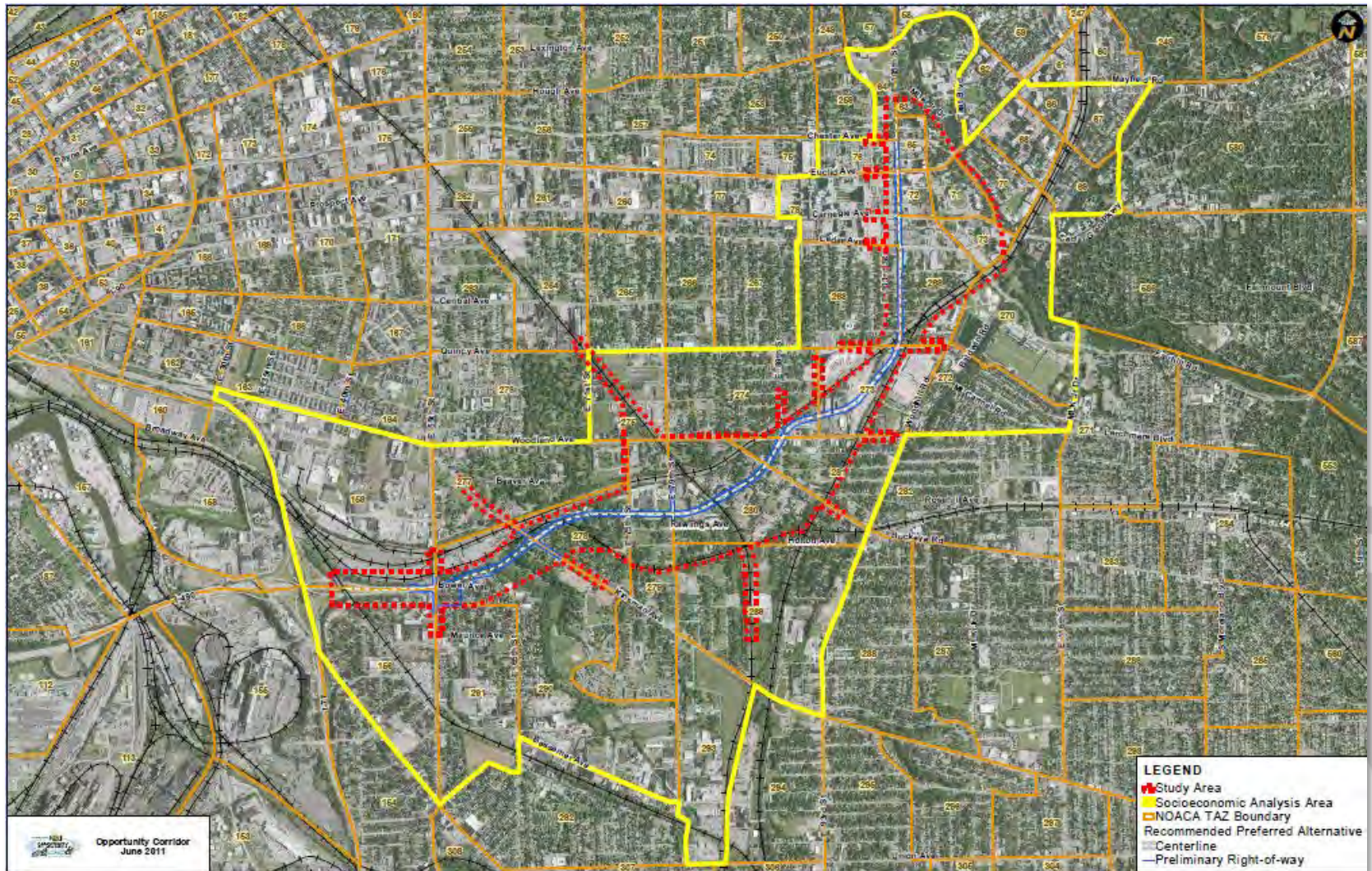
Introduction

Scope of Services

- Phase 1: High-level Land Use Analysis
 - Asset Assessment
 - Market Assessment
 - Community Assessment
- *Phase 1 output was converted into Phase 2 input:*
 - *land supply, absorption rates, building supply, employee counts*
- Phase 2: Economic Impact Analysis
 - Employment (Permanent and Temporary Jobs)
 - Payroll (Labor Income)
 - Production Output (Value of Goods and Services Produced)
 - Spillover Economic Impact (Multiplier Effect)
 - Tax Revenues

Introduction

Project Study Area & Socioeconomic Analysis Area



Executive Summary

Phase 1: High-level Land Use Analysis

- Assessed previous land use recommendations and capacity analyses
- Addressed challenges of: 1) recession cycle and 2) making a new market
- Analyzed historical absorption of recommended land uses
- Projected future demand to the subject area
 - **Industrial** absorption projections – based on historical data, projected future trends and applied a “fair share” to the Socioeconomic Analysis Area
 - **Office / Lab / Support Retail** projections – due to lack of publicly available data, Allegro conducted case studies and interviews to project future trends for:
 - multi-tenant/speculative office space in the Socioeconomic Analysis Area
 - multi-tenant lab buildings in the broader Greater Cleveland market
 - **Convenience retail** projections at major intersections of the boulevard
- Land use and absorption/demand findings were applied as core assumptions for the Phase 2 Economic Impact Analysis

Phase 1: High-level Land Use Analysis

Capacity Analysis

Real Estate Capacity Assumptions		Opportunity Corridor Sections		
		Eastern	Central	Western
Gross Land (Acres) ¹ - near term*		36.6	15.0 *	87.9
Net Developable Area (Acres)		33.5	13.3	75.7
Building Area (Acres) ¹		13.4	4.7	22.8
Building Area (SF) / Capacity		583,704	203,480	993,168
Absorption (SF) ² / Land Uses		Office/Lab	Industrial Uses	
Study Period	2015-2019	50,000	371,000	<i>see Central</i>
	2020-2024	50,000	<i>see Western</i>	265,000
	2025-2029	55,000	<i>see Western</i>	265,000
	2030-2034	50,000	<i>see Western</i>	210,000
	2035-2039	50,000	<i>see Western</i>	210,000
Total Absorption 25 years		255,000	371,000	950,000
Post-Brownfield Remediation ³ - long term*		---	1,460,000 *	---
Remaining Building Capacity (SF)		328,704	1,089,000	43,168
Multiple of first 25 years		1.3		0.9
Projected Time to Absorb Remaining Capacity (Yrs)		32		21

Sources:

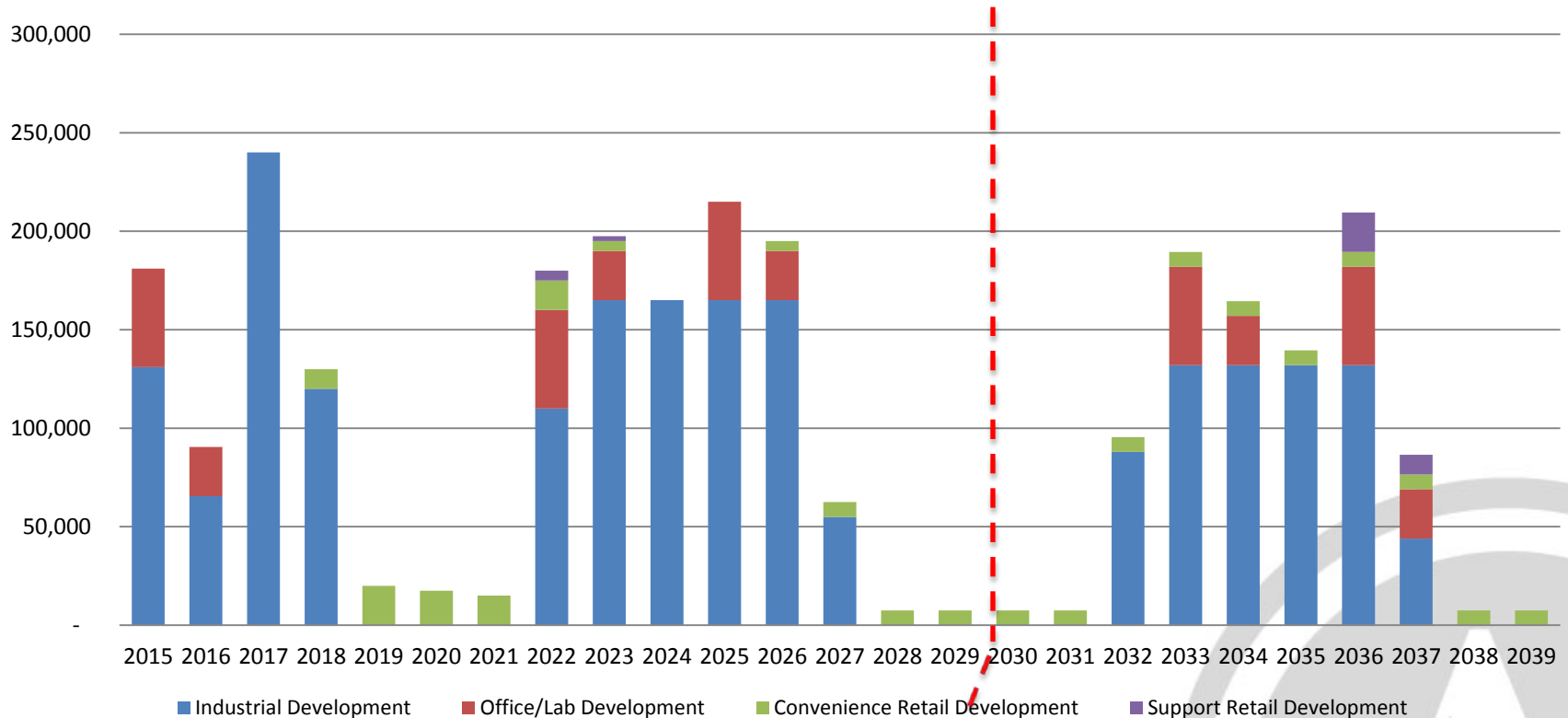
¹ City Architecture capacity analysis conducted for Greater Cleveland Partnership

² Allegro Realty Advisors absorption analysis conducted for Greater Cleveland Partnership

³ City Architecture area-wide brownfield plan conducted for City of Cleveland

Phase 2: Economic Impact Analysis

Development Timeline in Sq. Ft. (2015 through 2039)



Please note: Input-Output Analysis ends 2029

Executive Summary

Phase 2: Economic Impact Analysis

- Applied land uses, absorption rates and space/employee ratios to IMPLAN
- Generated direct, indirect and induced effects
- Projected employment, payroll, production output and tax revenues
 - Cleveland-Akron CSA through 2029 economic impacts include:
 - **Permanent Jobs:** 2,339
 - **Temporary Jobs:** 3,368
 - **Payroll:** \$1.1 billion
 - **Production Output:** \$3.8 billion
- Does not address the economic impact of: the road construction, expansion of existing institutions, intraregional synergies, health care or cultural visits, etc.

Phase 2: Economic Impact Analysis

Summary of Phase 2 Findings

Cleveland/Cuyahoga County Direct Impacts	Pre-2020	2020 through 2029	Total
Permanent Jobs	323	803	1,126
Temporary Jobs	35	1,012	1,047
Payroll	\$ 87,053,297	\$ 461,206,903	\$ 548,260,200
Production Output	\$ 445,653,131	\$ 1,800,143,516	\$ 2,245,796,647
Cleveland-Akron CSA Indirect/Induced Impacts	Pre-2020	2020 through 2029	Total
Permanent Jobs	429	784	1,213
Temporary Jobs	1,118	1,203	2,321
Payroll	\$ 104,487,061	\$ 413,129,899	\$ 517,616,960
Production Output	\$ 311,540,226	\$ 1,226,207,439	\$ 1,537,747,665
Total Direct/Indirect/Induced Impacts CSA	Pre-2020	2020 through 2029	Total
Permanent Jobs	752	1,587	2,339
Temporary Jobs	1,153	2,215	3,368
Payroll	\$ 191,540,358	\$ 874,336,802	\$ 1,065,877,160
Production Output	\$ 757,193,357	\$ 3,026,350,955	\$ 3,783,544,312
Tax Impacts	Pre-2020	2020 through 2029	Total
State/Local Taxes	\$ 24,429,233	\$ 110,500,482	\$ 134,929,715
Federal Taxes	\$ 33,467,131	\$ 153,725,134	\$ 187,192,265
Total Taxes	\$ 57,896,364	\$ 264,225,616	\$ 322,121,980

Phase 2: Economic Impact Analysis

Tax Impact - 2015 through 2029

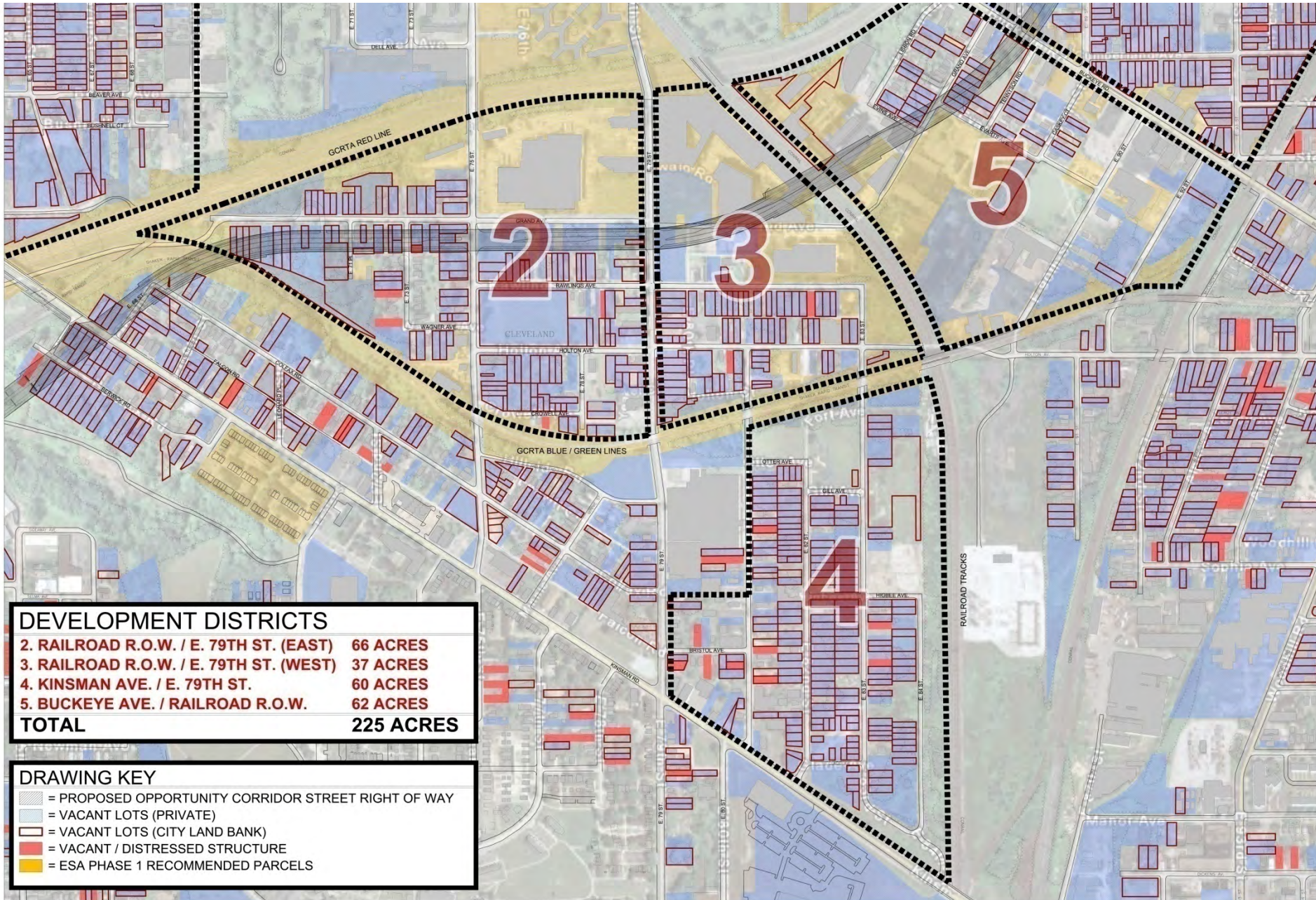
Cuyahoga County Local/State Tax		Cuyahoga County Federal Tax	
Dividends	\$19,655,565.00	Social Ins Tax	\$108,322,623
Social Ins Tax	\$2,846,248.00	Misc Business Tax	\$16,250,180
Business Tax: Sales Tax	\$36,751,272.00	Corporate Profits Tax	\$20,872,818
Business Tax: Property Tax	\$37,257,407.00	Personal Tax: Income Tax	\$40,034,999
Misc Business Tax	\$11,447,937.00		
Corporate Profits Tax	\$2,554,941.00		
Personal Tax: Income Tax	\$18,103,001.00		
Misc Personal Tax	\$4,607,075.00		
Total	\$133,223,446.00	Total	\$185,480,620

- \$1.5 million in additional local/state and \$1.5 million in additional federal tax revenue in the MSA
- \$1.7 million in additional local/state and \$1.7 million in additional federal tax revenue in the CSA

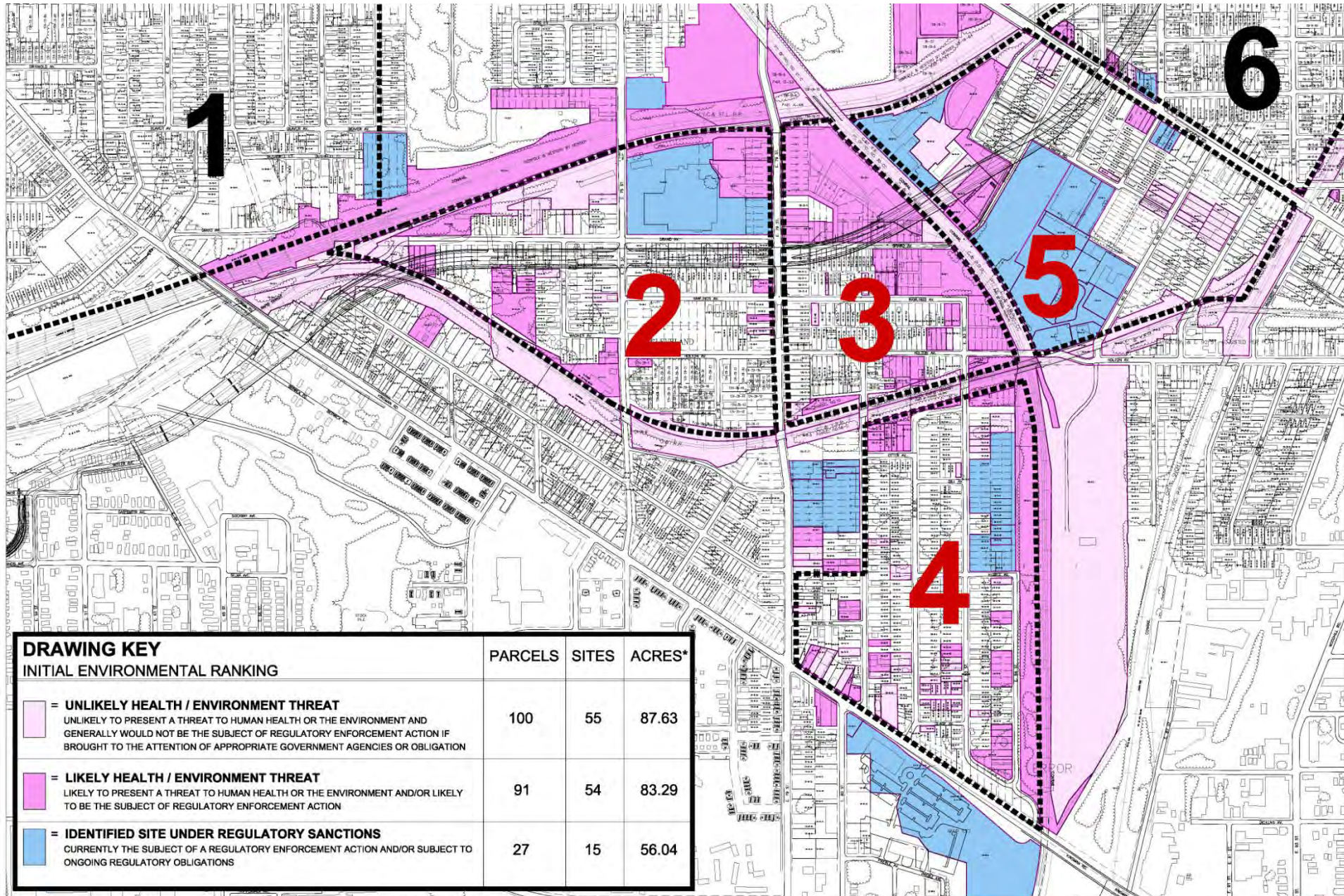
Questions & Answers

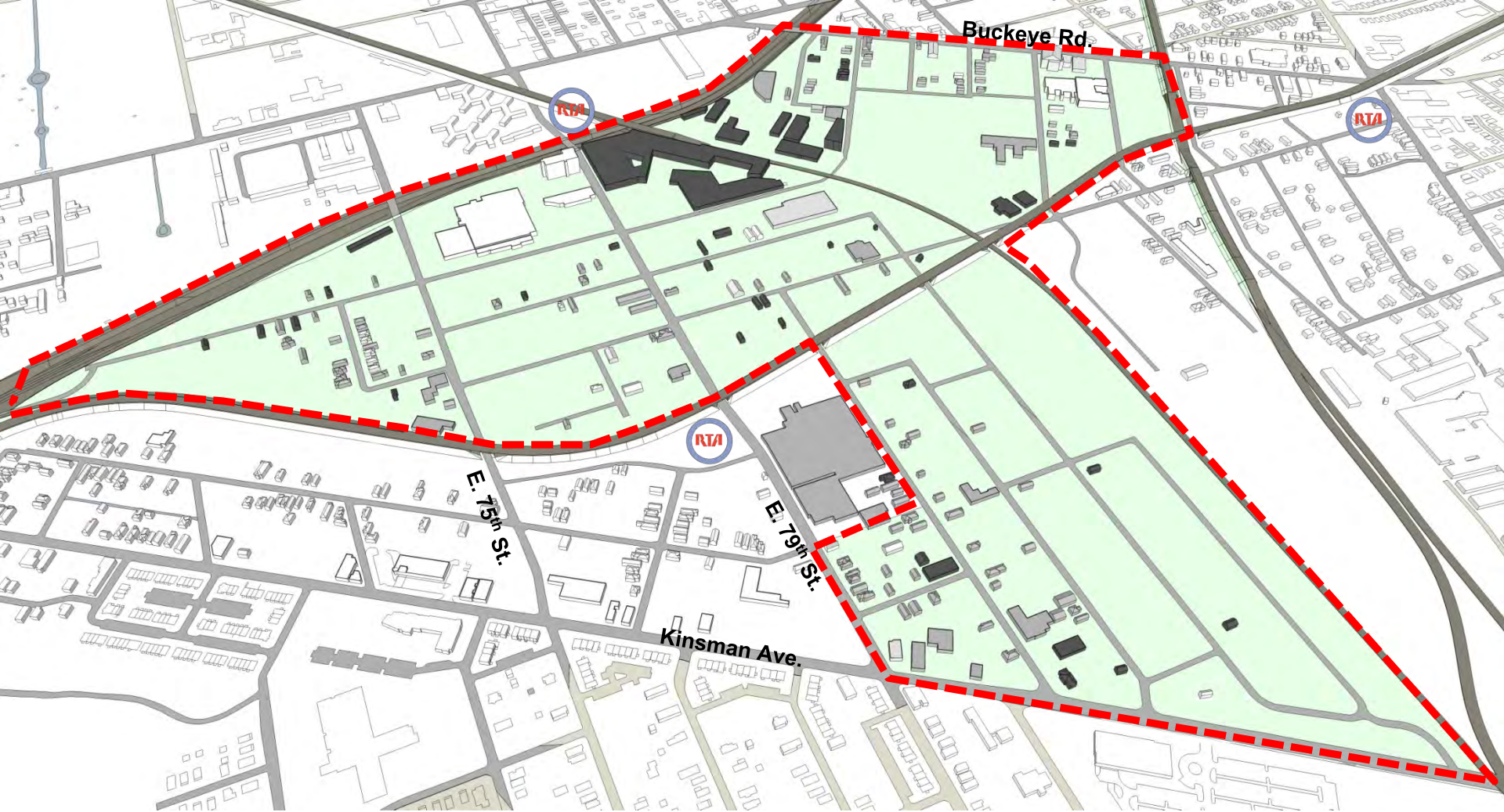


Opportunity Corridor Area-Wide Brownfield Plan – Study Area



Environmental Site Identification and Rankings

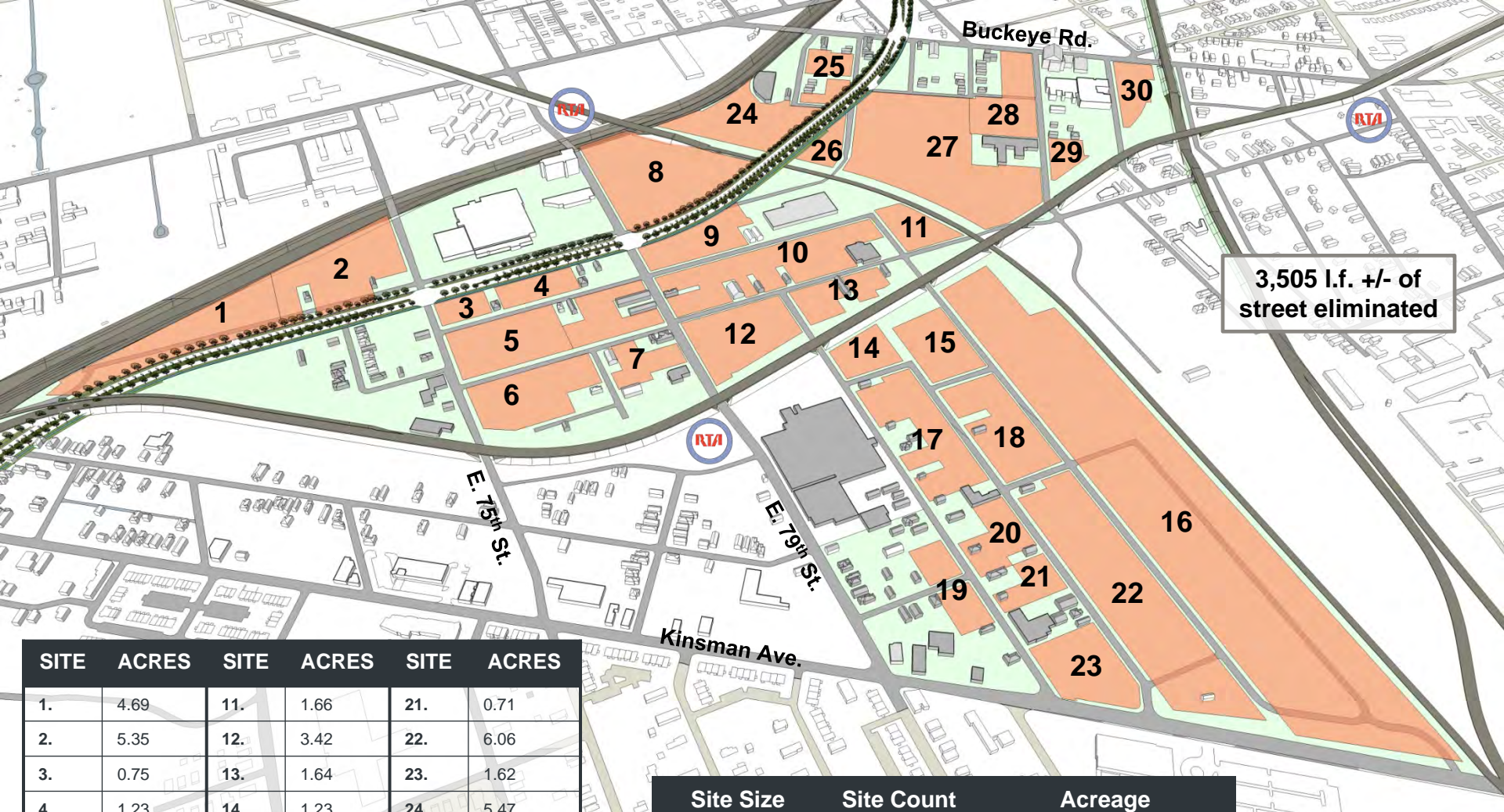




Existing Conditions – Property Conditions Analysis		
	Properties in Good Condition Appear to be occupied and well-maintained	Approx. 23 Buildings
	Properties in Moderate Condition Appear to be recently or currently occupied	Approx. 113 Buildings
	Properties in Poor Condition Sites in disrepair or appear to be vacant	Approx. 47 Buildings

Combined Study Area: 225 total acres	
<u>Existing Buildings</u>	
Residential:	Approx. 135
Commercial /	
Institutional /:	Approx. 48
Industrial	
Total:	Approx. 183

Opportunity Corridor Area-Wide Brownfield Plan – Existing Conditions

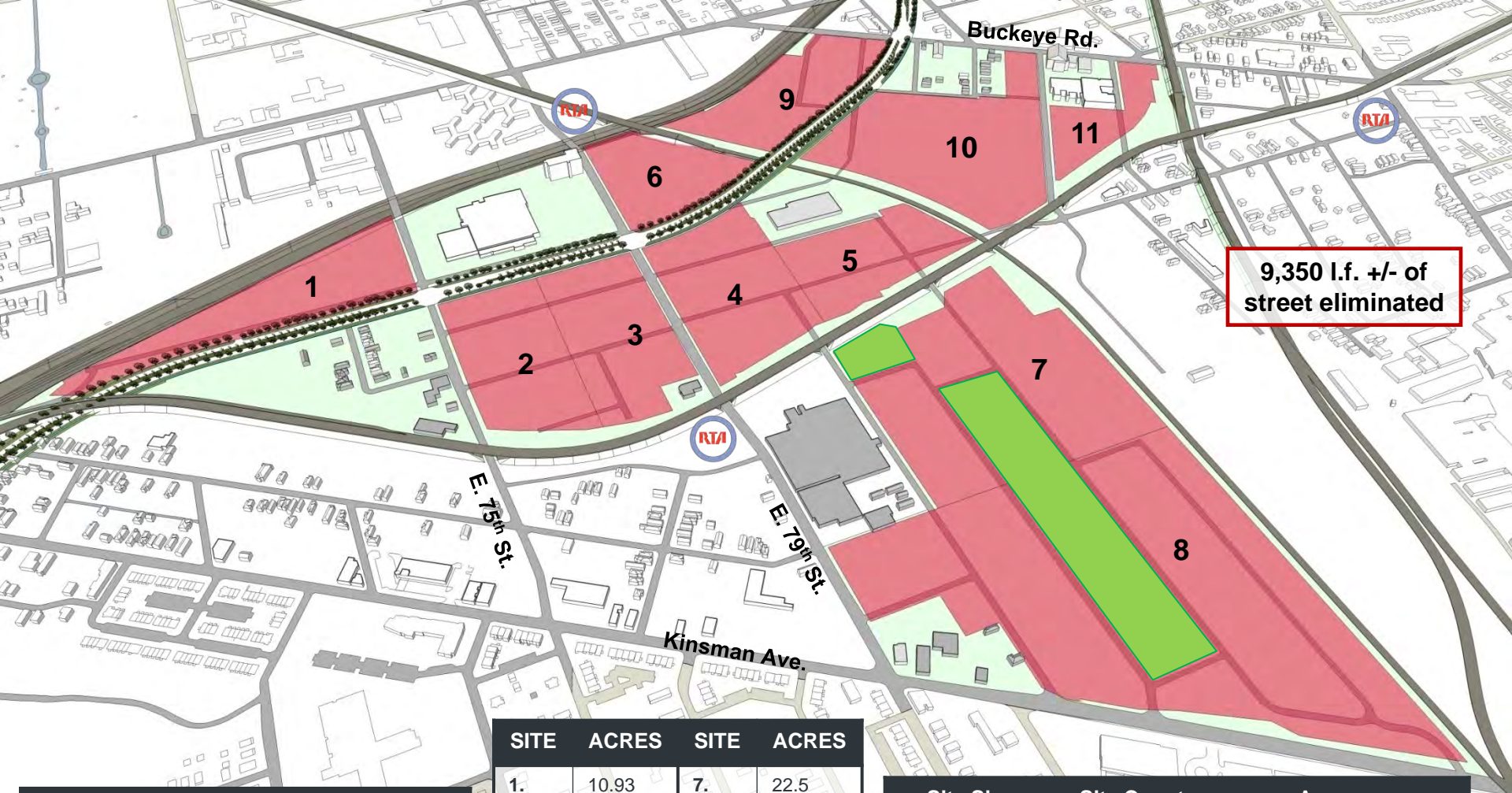


SITE	ACRES	SITE	ACRES	SITE	ACRES
1.	4.69	11.	1.66	21.	0.71
2.	5.35	12.	3.42	22.	6.06
3.	0.75	13.	1.64	23.	1.62
4.	1.23	14.	1.23	24.	5.47
5.	5.28	15.	2.15	25.	2.15
6.	3.06	16.	22.75	26.	1.17
7.	1.13	17.	3.14	27.	15.83
8.	8.92	18.	2.89	28.	4.55
9.	2.58	19.	1.02	29.	1.07
10.	5.75	20.	0.98	30.	2.09

Site Size	Site Count	Acreage
0.5-3 Acres	17 Sites	26.07 Acres (22%)
3-5 Acres	4 Sites	14.31 Acres (12%)
5-10 Acres	7 Sites	41.38 Acres (35%)
10+ Acres	2 Sites	37.58 Acres (31%)
	30* Sites	119.3 Acres (56%)

*3.97 Acre Average Site Size

Redevelopment Strategy – Retains Majority of Structures



9,350 l.f. +/- of street eliminated

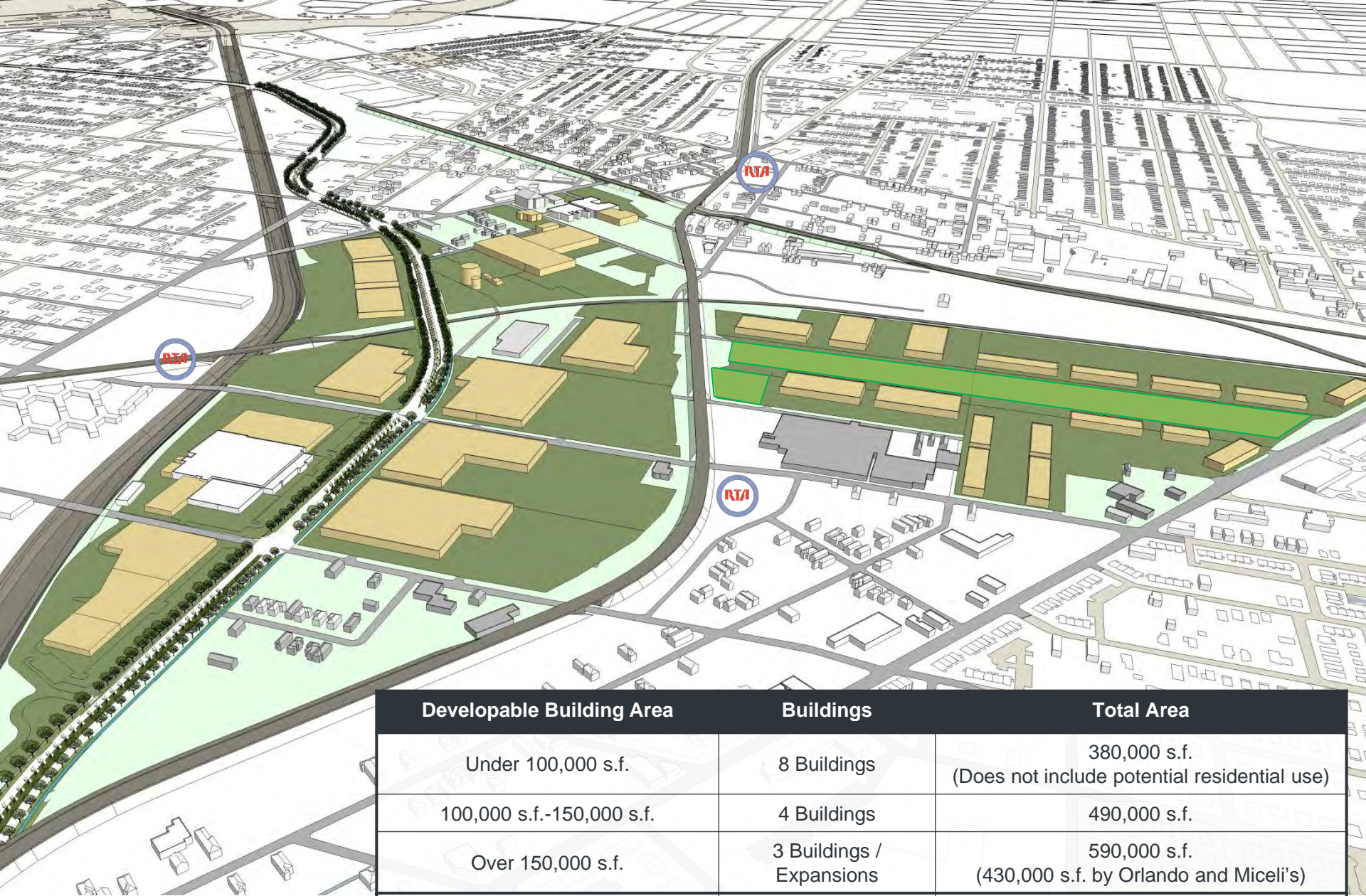
Additional Property Acquisition	
Residential	Approx. 50 structures
Commercial / Industrial / Institutional	Approx. 24 structures
Total	Approx. 74 structures (40%)

SITE	ACRES	SITE	ACRES
1.	10.93	7.	22.5
2.	8.85	8.	32.66
3.	10.2	9.	13.37
4.	11.5	10.	23.13
5.	8.5	11.	5.94
6.	8.92		

Site Size	Site Count	Acreage
5-10 Acres	4 Sites	32.21 Acres (21%)
10-20 Acres	4 Sites	46 Acres (29%)
20+ Acres	3 Sites	78.29 Acres (50%)
	11* Sites	156.5 Acres

*14.2 Acre Average Site Size

Redevelopment Strategy – Consolidates Large Parcels of Land



Developable Building Area	Buildings	Total Area
Under 100,000 s.f.	8 Buildings	380,000 s.f. (Does not include potential residential use)
100,000 s.f.-150,000 s.f.	4 Buildings	490,000 s.f.
Over 150,000 s.f.	3 Buildings / Expansions	590,000 s.f. (430,000 s.f. by Orlando and Miceli's)
	15 Buildings / Expansions	1,460,000 s.f. Total Area

Project Updates

City of Cleveland Brownfield's Study Survey Results and Project Update

Cleveland Opportunity Corridor Brownfield Area-Wide Planning Pilot Program July 20, 2011 – Community Meeting Survey

1. Do you live, work or visit in the Study Area? (Circle each that apply)

Live **(14)**

Work **(9)**

Visit (attend religious services, shop, other) **(3)**

2. How long have you lived or worked in the Study Area? (Circle one)

Less than 1 year

(6)

1 – 5 years

(1)

5-10 years

(2)

Over 10 years

(4)

Over 20 years

(8)

3. Have you attended Community Meetings for the Opportunity Corridor Roadway project?

YES NO

(11) (12)

4. When the roadway is constructed, new opportunities for investment will occur. In your opinion, what are the most important things to invest in?

Please rank each of the following:

(1= very important, 2 = somewhat important, 3 = not important)

1
2

Rank	
1 (23)	Businesses that can bring jobs to the area (manufacturing, shipping, industrial, etc.)
1 (19) 2 (3)	Clean up vacant land and illegal dump sites
1 (17) 2 (4) 3 (1)	New housing opportunities (homes, apartments)
1 (17) 2 (2) 3 (1)	Increased and improved access to public transportation
1 (18) 2 (1)	Stores that serve the community (gas stations, grocery stores, etc.)
1 (17) 2 (3)	Improving neighborhood roads with sidewalks, trees, bike lanes, etc.
1 (15) 2 (7)	Parks, plazas and green spaces

3

5. Do you have concerns about the potential of living or working near suspected Brownfield Sites?

YES NO
(12) (11)

6. Do you see yourself continuing to live or work in the Study Area in the future?

YES NO
(18) (5)

7. Do you know of any Brownfield Sites that we have missed or should look further into?

Quincy 71st-87th, Cedar Ave. Hough 101st-93rd, St. Clair area, the library on Broadway (E. 55th).

**Project
Updates**

Revised Recommended Preferred Alternative Property Impacts

- Residential
 - 67 Structures
 - 86 Units
- Commercial
 - 23 Structures
 - 15 Active Businesses

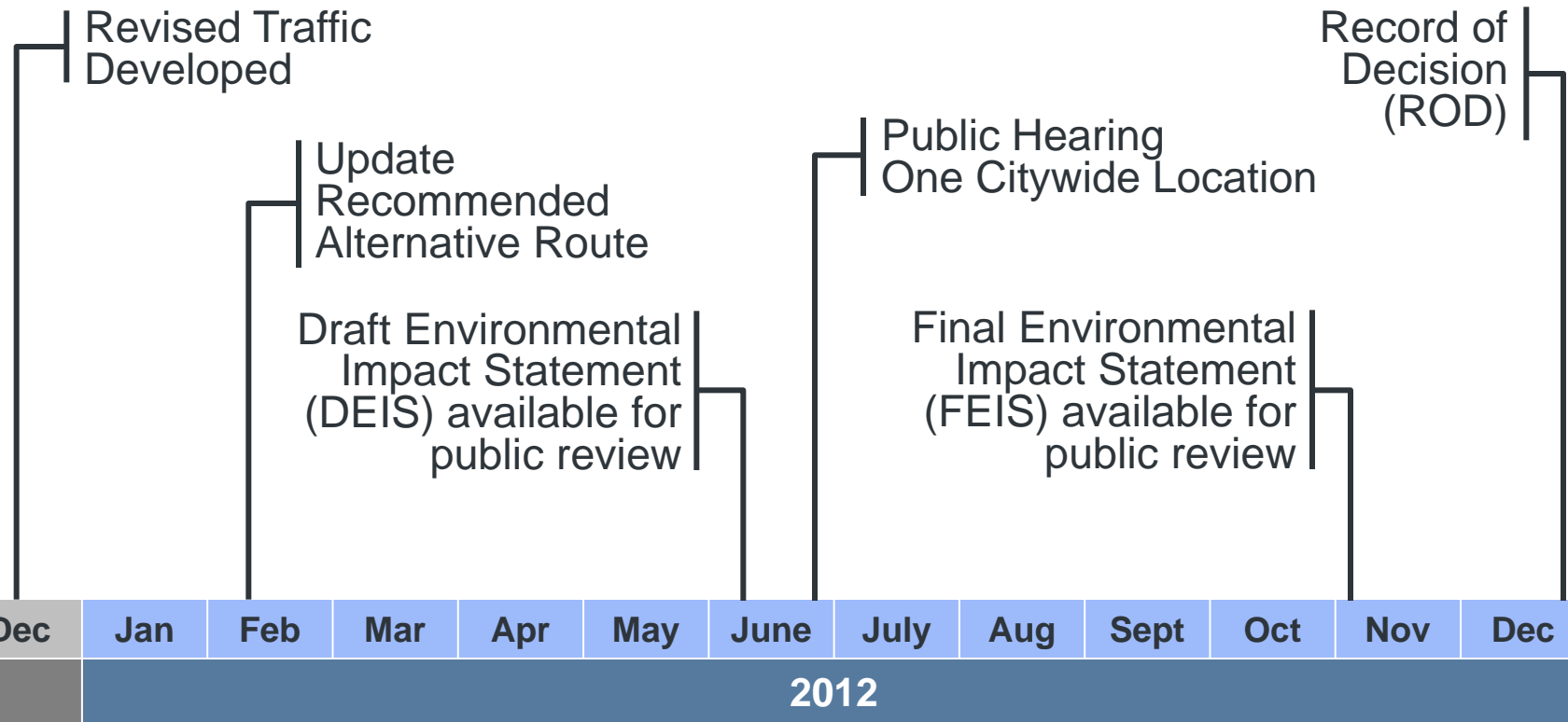


Project Updates

Develop strategies to ease the impact burden and maintain the economic development benefits that businesses contribute to the corridor area

- Large businesses (100 or more employees)
- Medium businesses (20 to 99 employees)
- Small businesses (less than 20 employees)
- Indirect Impact by Construction

Revised Project Timeline (Environmental Phase)



Potential Full Implementation Schedule

TASKS	COST (In millions)	Thru Mid-2009	Mid-2009 to Late-2011	Late-2011 Thru 2012	2013	2014	2015	2016	2017	2018	2019
IDENTIFY, DEVELOP AND SELECT CORRIDOR	\$0.9	Steps 1-4 (Completed)									
IDENTIFY, DEVELOP AND SELECT ALIGNMENT	\$2.7		Steps 5-6 (Completed)								
VERIFICATION OF THE PREFERRED ALTERNATIVE	\$1.7			Steps 7-8							
PLAN DEVELOPMENT	\$11.4				Steps 9, 11, 12						
RIGHT-OF-WAY ACQUISITION AND RELOCATION	\$22.7					Step 10					
CONSTRUCTION, INSPECTION & CONTINGENCY	\$174								Steps 13-14		
ESTIMATED TOTAL *	\$213.4										

*ESTIMATED COSTS ARE IN 2012 DOLLARS AND DO NOT INCLUDE UTILITY RELOCATION COSTS



Steering Committee Involvement in 2012

- February Steering Committee Meeting
 - Lane requirements and final roadway configuration
- June Public Hearing
- November Steering Committee Meeting
 - Implementation and finance planning



Greater Cleveland Partnership Primary Contacts

**Staff
Transition**

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216-592-2258

Deb Janik

djanik@gcpartnership.com

216-592-2268



Question & Answer

Thank You!

November 29, 2012 – Steering Committee Meeting

- **Presentation**



Steering Committee Meeting

November 29, 2012



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Agenda

- Preferred Alternative Updates
 - Traffic Studies
 - Roadway Refinements
 - Environmental Studies
- Next Steps
 - Environmental Process
 - Implementation
 - Project Costs
 - Project Financing



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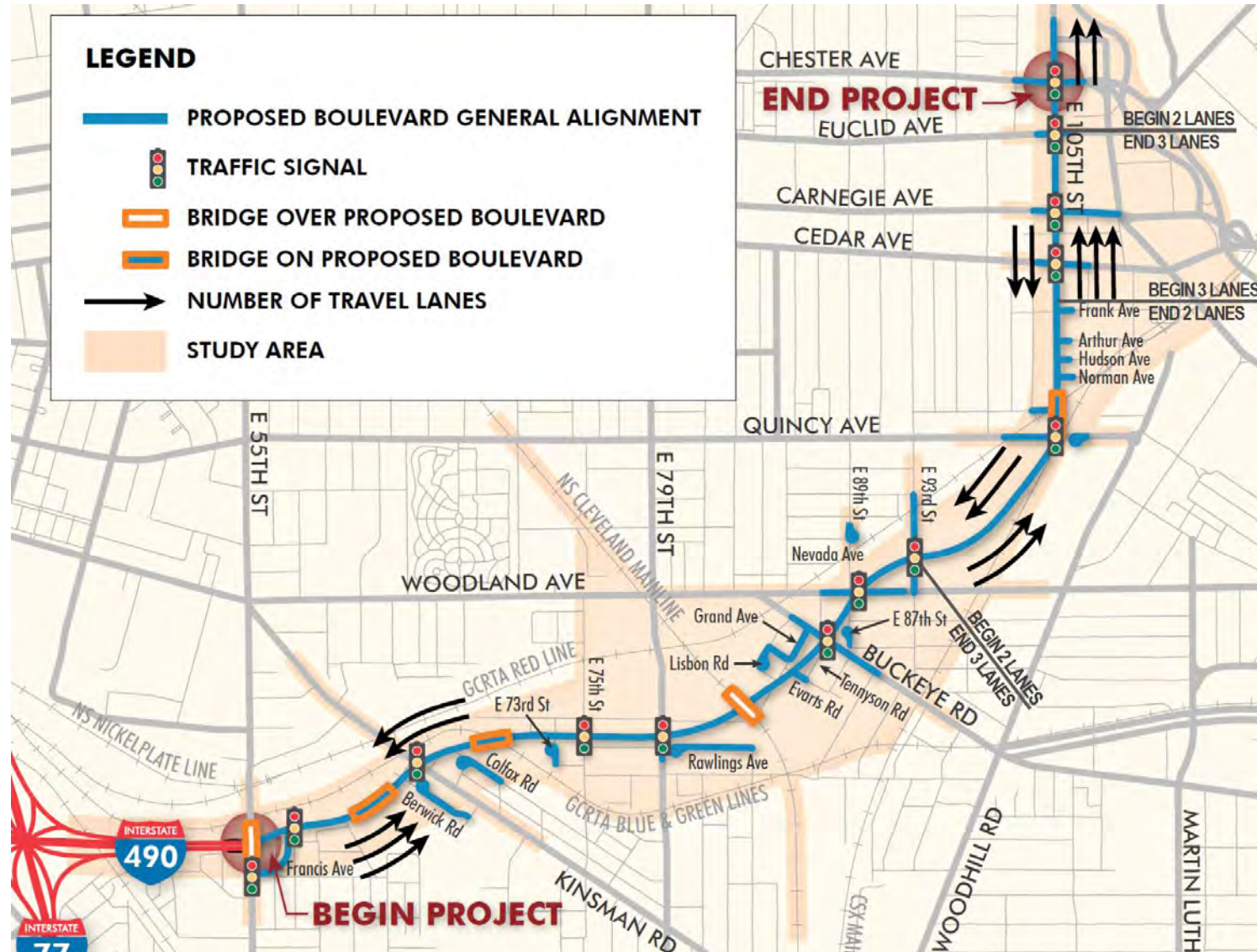


Traffic Studies

- Traffic modeling
- Capacity analysis



Preferred Alternative Updates



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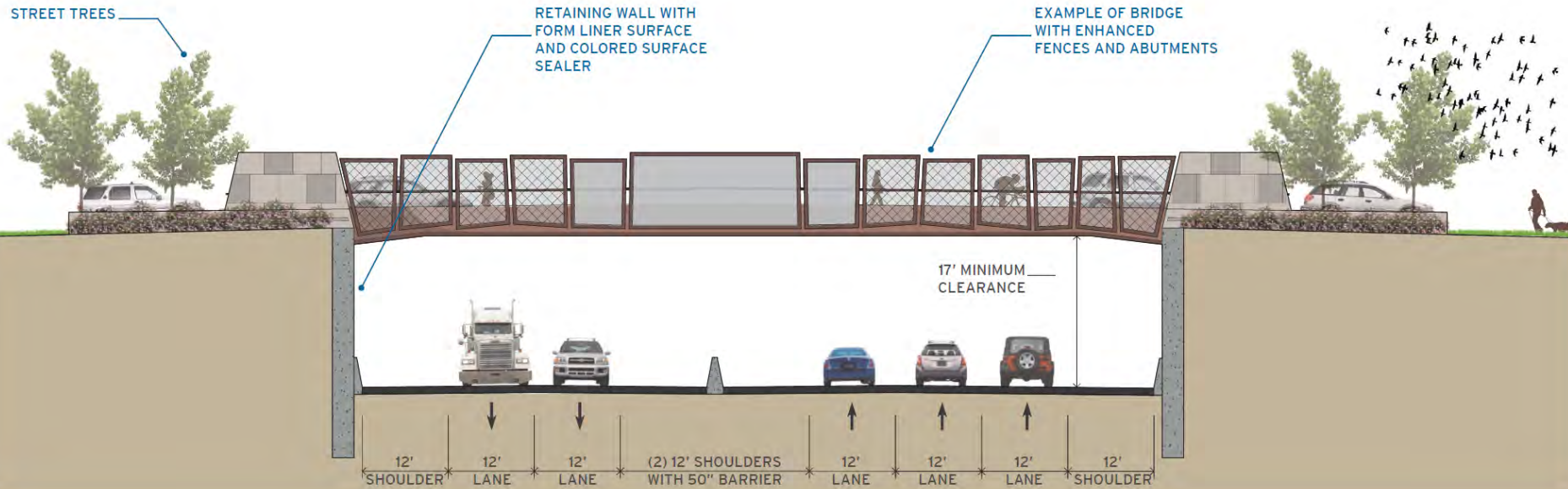
GREATER CLEVELAND PARTNERSHIP



Preferred Alternative Updates



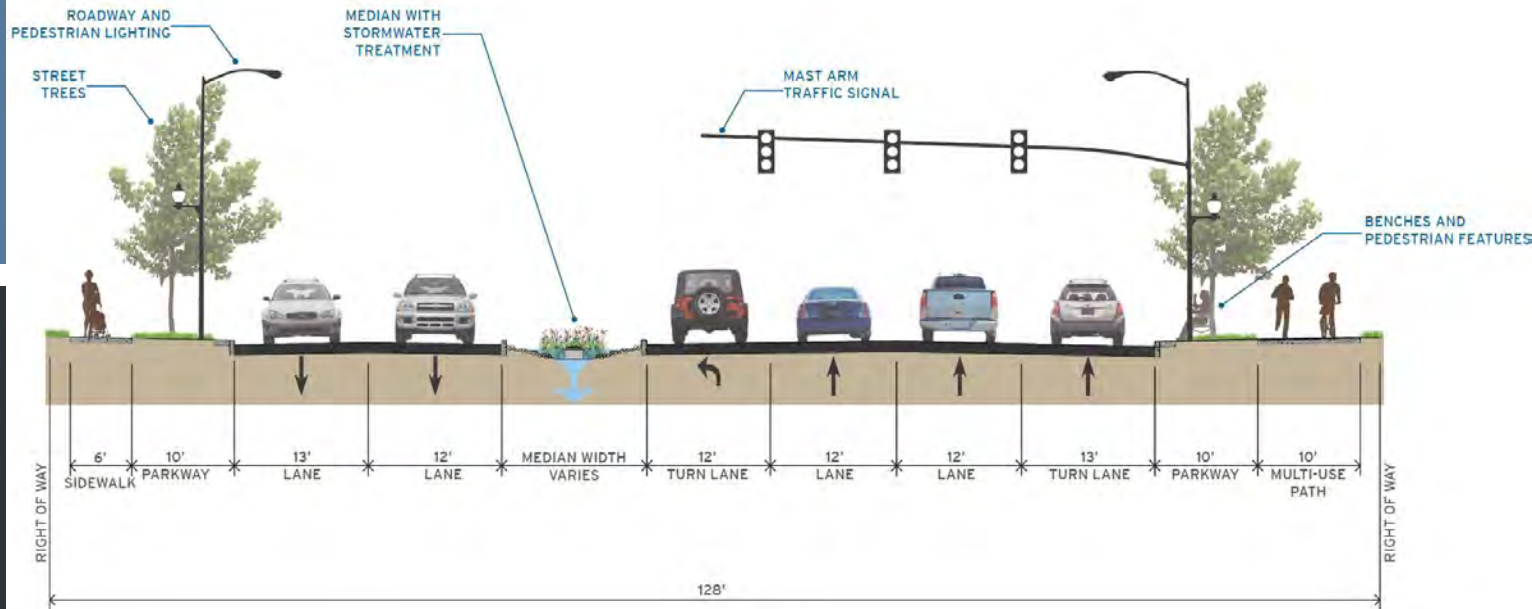
E. 55th Street Bridge (Looking East)



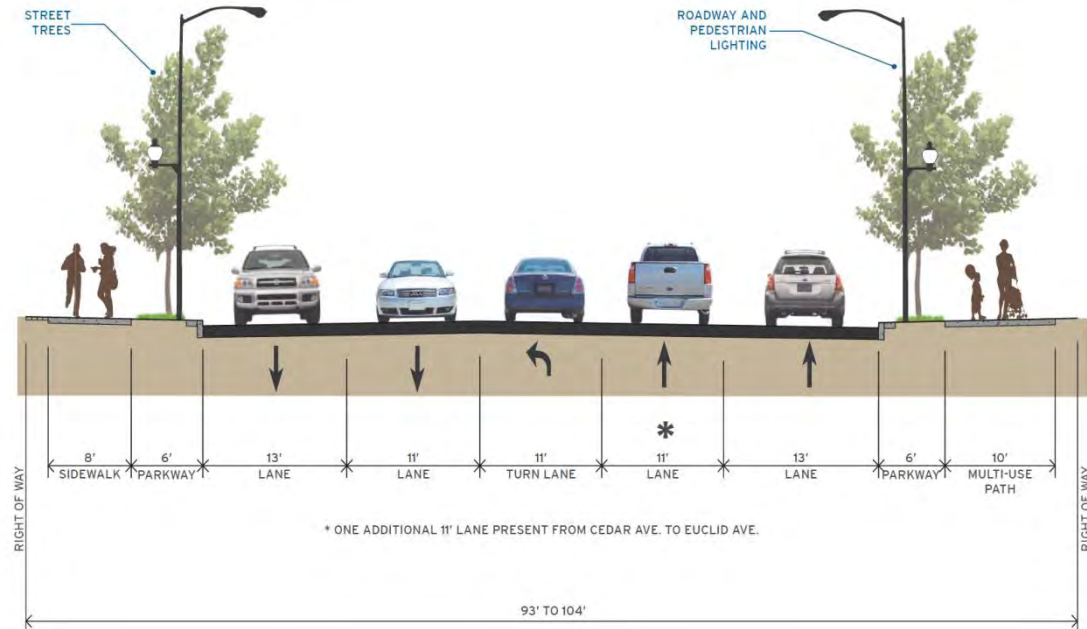
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CLEVELAND
PARTNERSHIP

Signalized Intersection (Looking East)



East 105th Street Cross Section (Looking North)



Preferred
Alternative
Updates

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CLEVELAND
PARTNERSHIP



**Preferred
Alternative
Updates**

Roadway Refinements

- Finalize roadway location
- Set roadway elevation
- Enhance bridge and wall limits
- Develop cross sections
- Study storm sewers and water quality
- Review traffic maintenance during construction
- Establish project footprint

Environmental Studies

Preferred Alternative Updates

- Right of way land requirements
- Residential and commercial relocations
- Historic resource impacts/coordination
- Parks & recreation impacts/coordination
- Noise analysis
- Air quality analysis

Preferred Alternative Updates



Preferred Alternative Updates



Preferred Alternative Updates

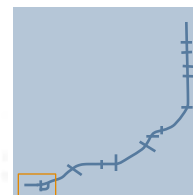


Preferred Alternative

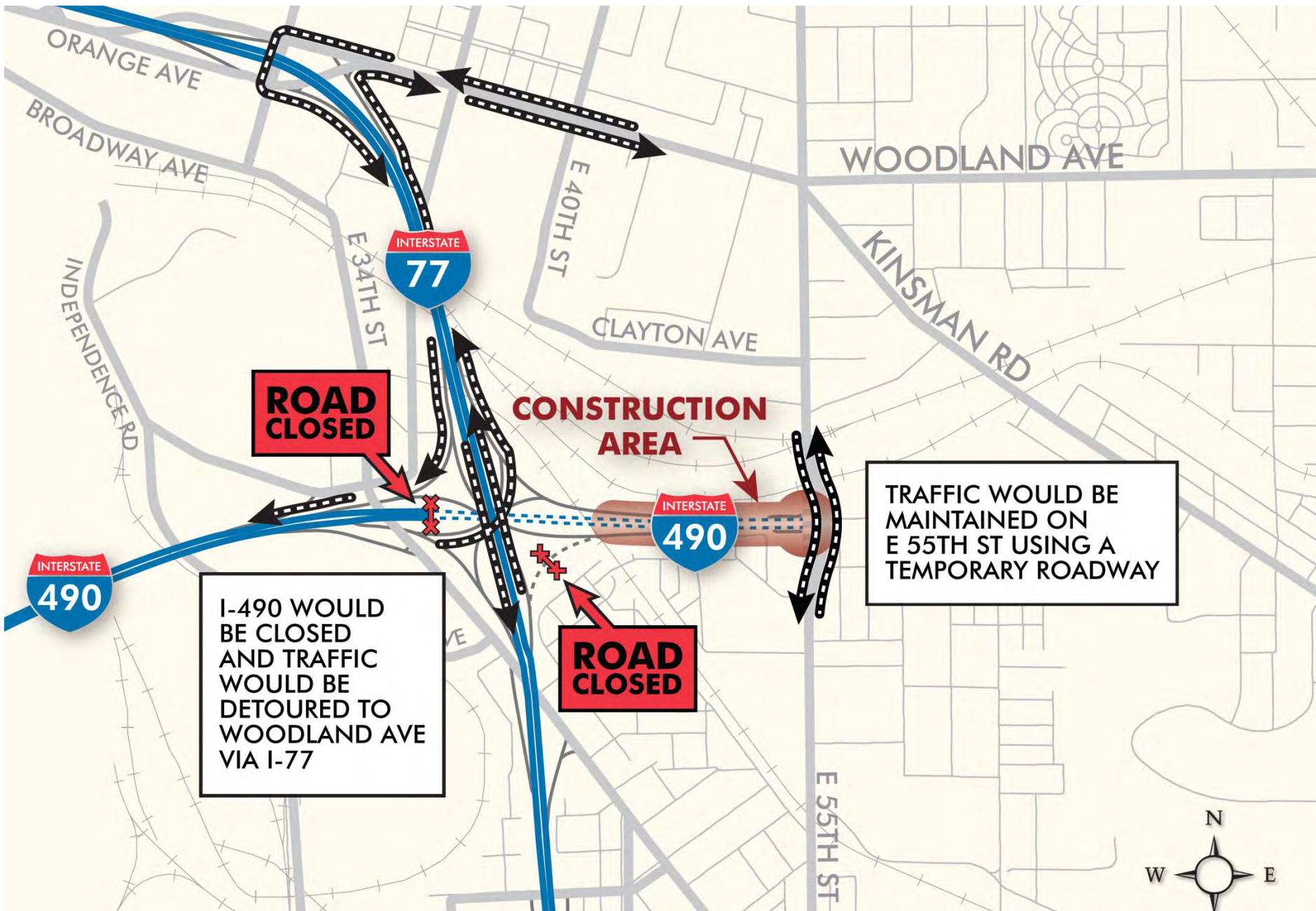
- Pavement
- Bridge Deck
- Impacted Area
- Temporary Right-of-Way
- Permanent Right-of-Way
- Edge of Pavement

Study Area Structures

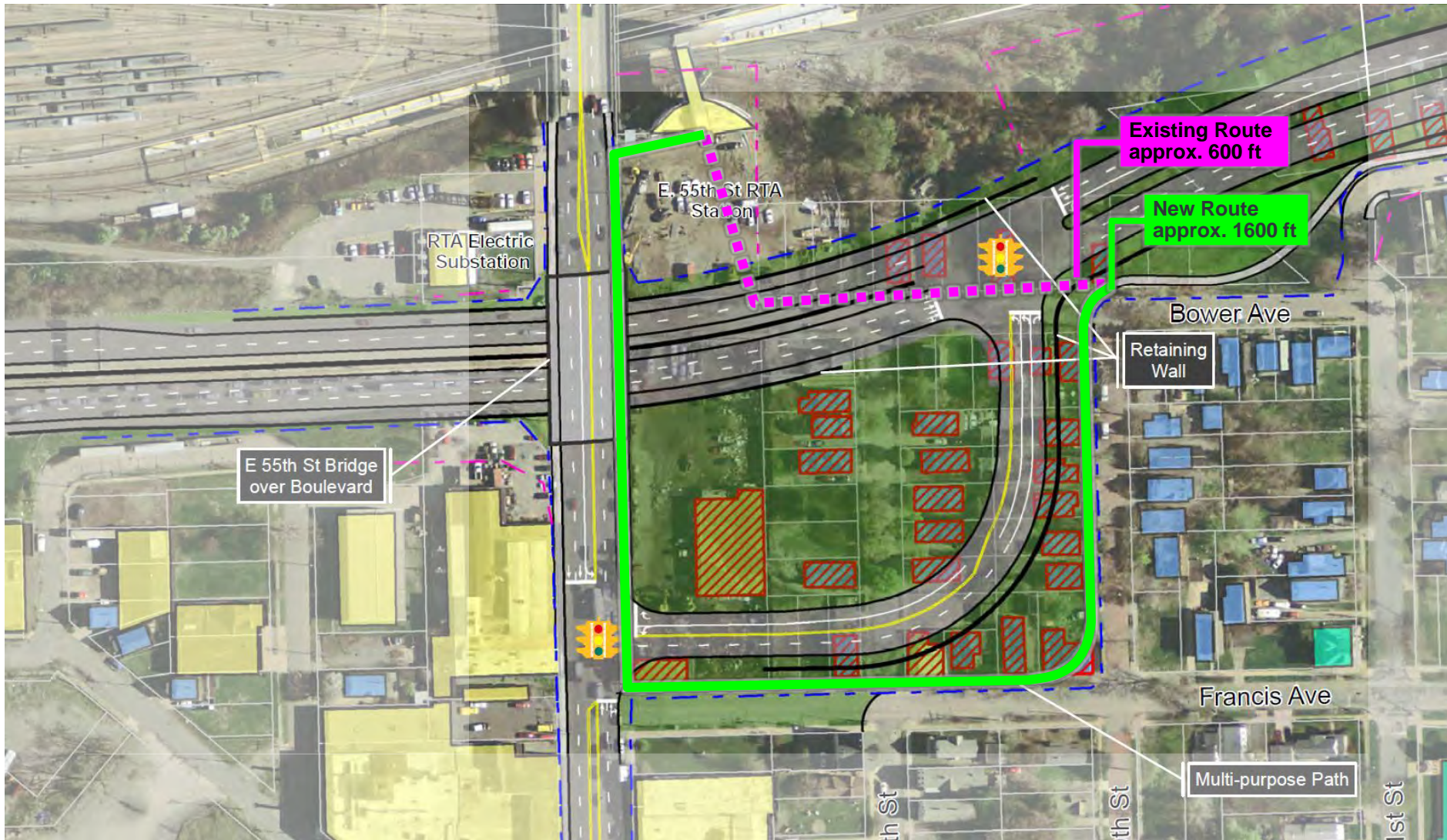
- Church
- Commercial
- Residential
- Impacted Structure
- Traffic Signal
- Historic Structure
- Medical Facility/Hospital



Preferred Alternative Updates – Maintenance of Traffic



Preferred Alternative Updates – Pedestrian Access (E. 55th Street)

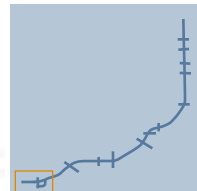


Preferred Alternative

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- Permanent Right-of-Way
- Edge of Pavement

Study Area Structures

- Church
- Commercial
- Residential
- Impacted Structure
- Traffic Signal
- Historic Structure
- Medical Facility/Hospital



Preferred Alternative Updates



Preferred Alternative Updates



Preferred Alternative Updates

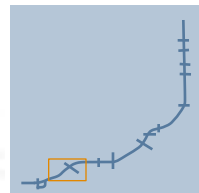


Preferred Alternative

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Study Area Structures

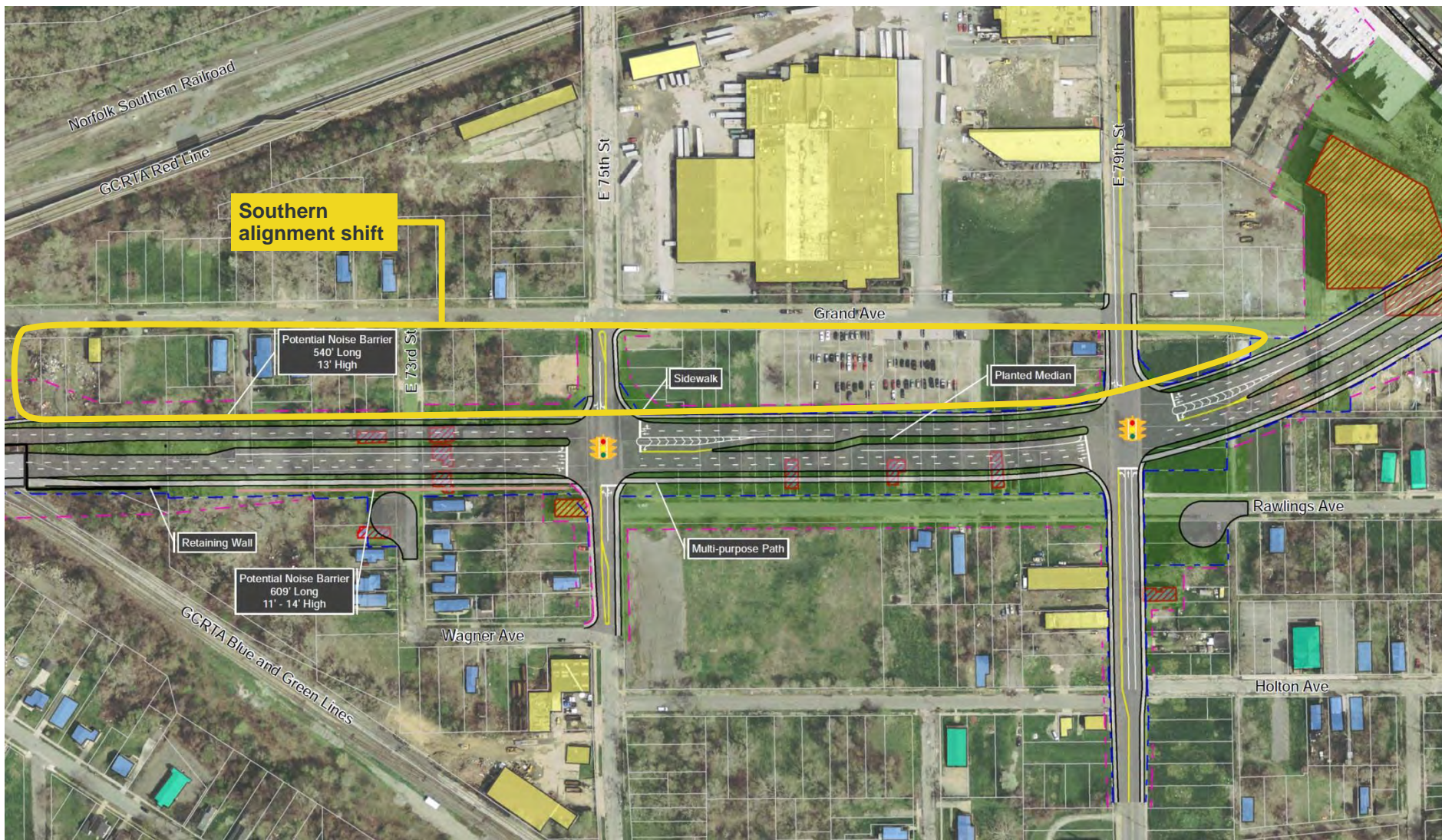
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Preferred Alternative Updates



Preferred Alternative Updates

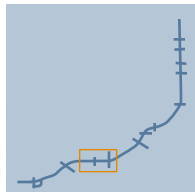


Preferred Alternative

- | | |
|---------------|------------------------|
| Pavement | Temporary Right-of-Way |
| Bridge Deck | Permanent Right-of-Way |
| Impacted Area | Edge of Pavement |

Study Area Structures

- | | | |
|------------|--------------------|---------------------------|
| Church | Residential | Traffic Signal |
| Commercial | Impacted Structure | Historic Structure |
| | | Medical Facility/Hospital |



Preferred Alternative Updates



Preferred Alternative Updates



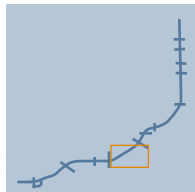
Preferred Alternative

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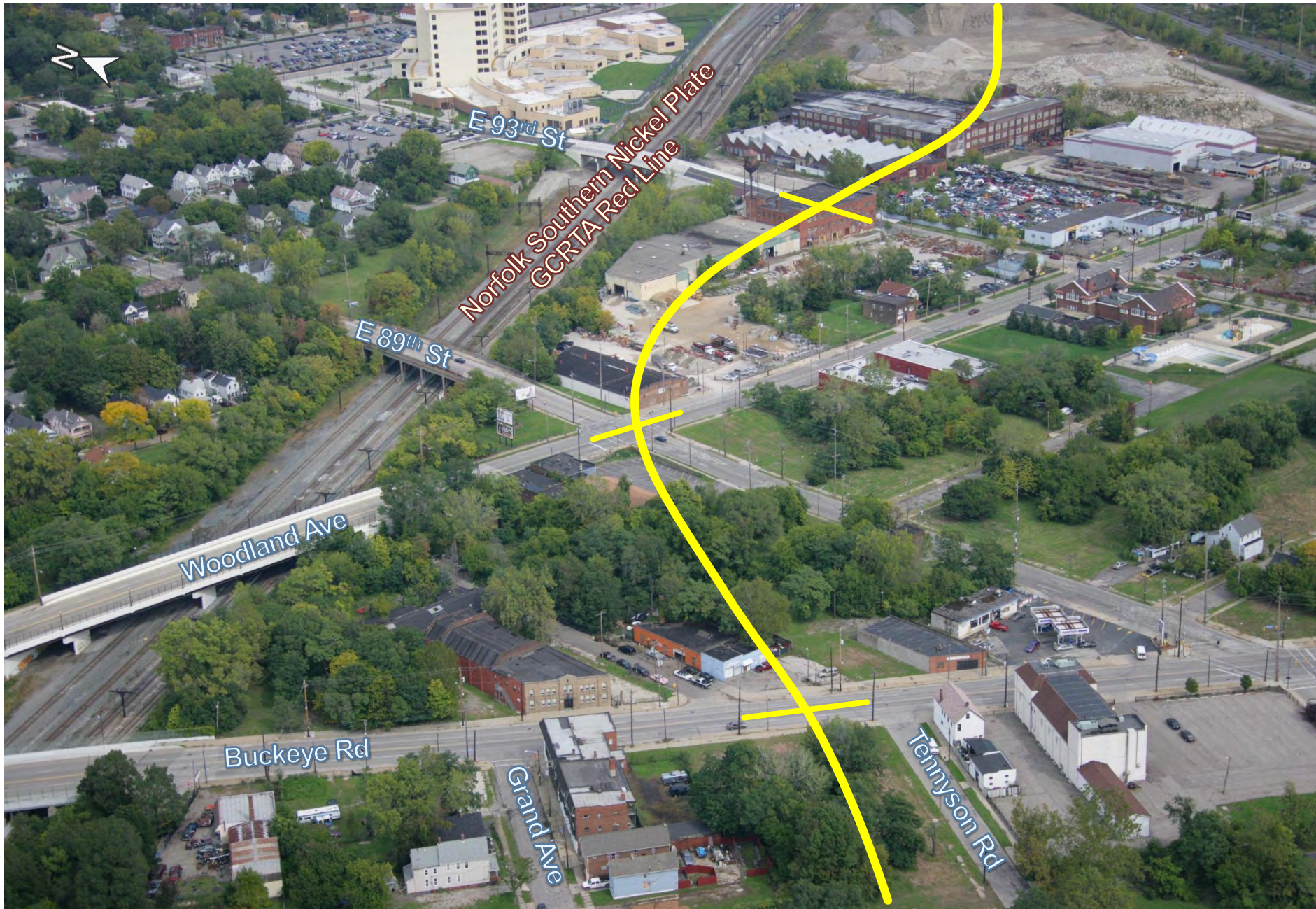
Study Area Structures

- Church
- Commercial
- Residential
- Impacted Structure

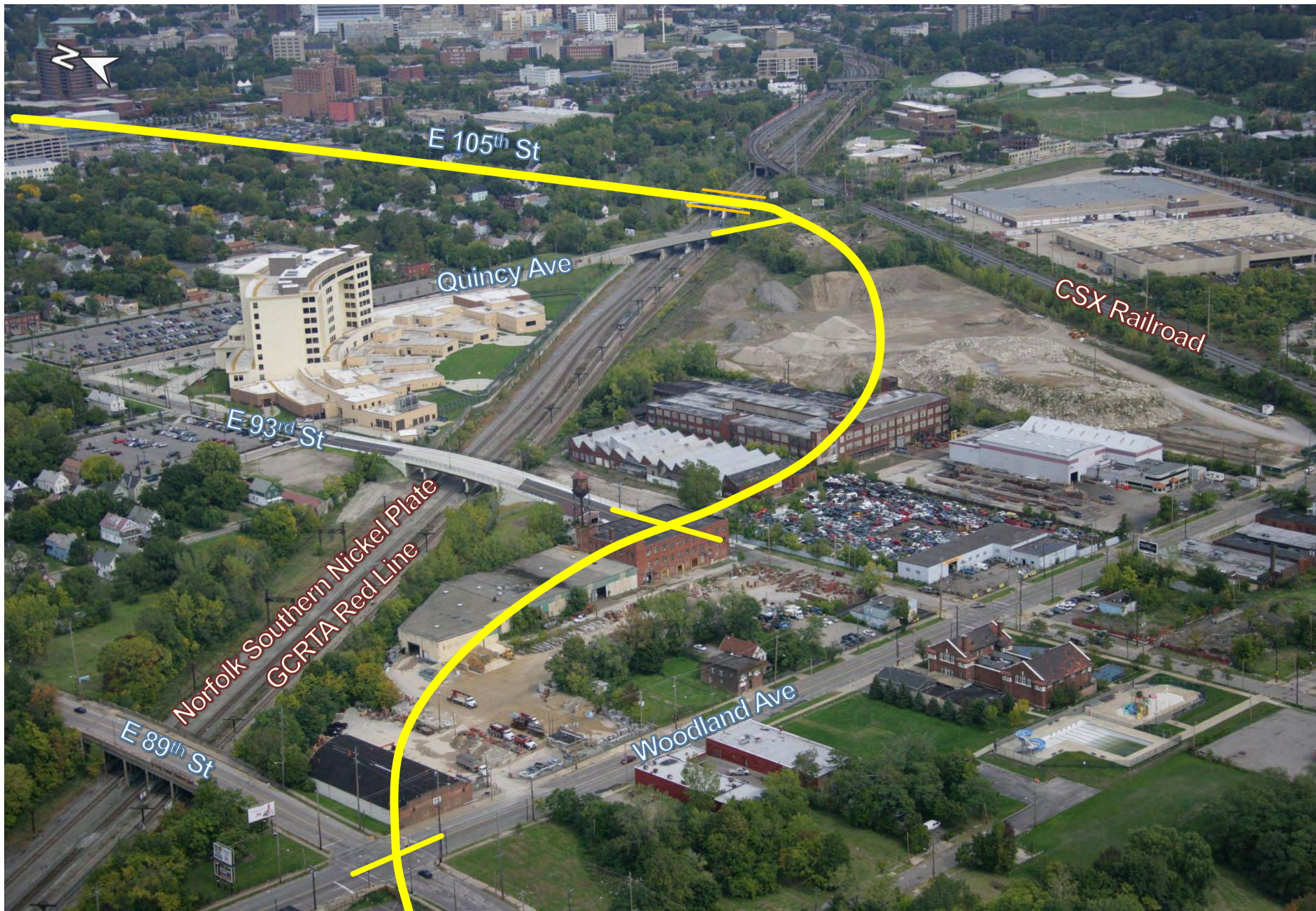
- Traffic Signal
- Historic Structure
- Medical Facility/Hospital



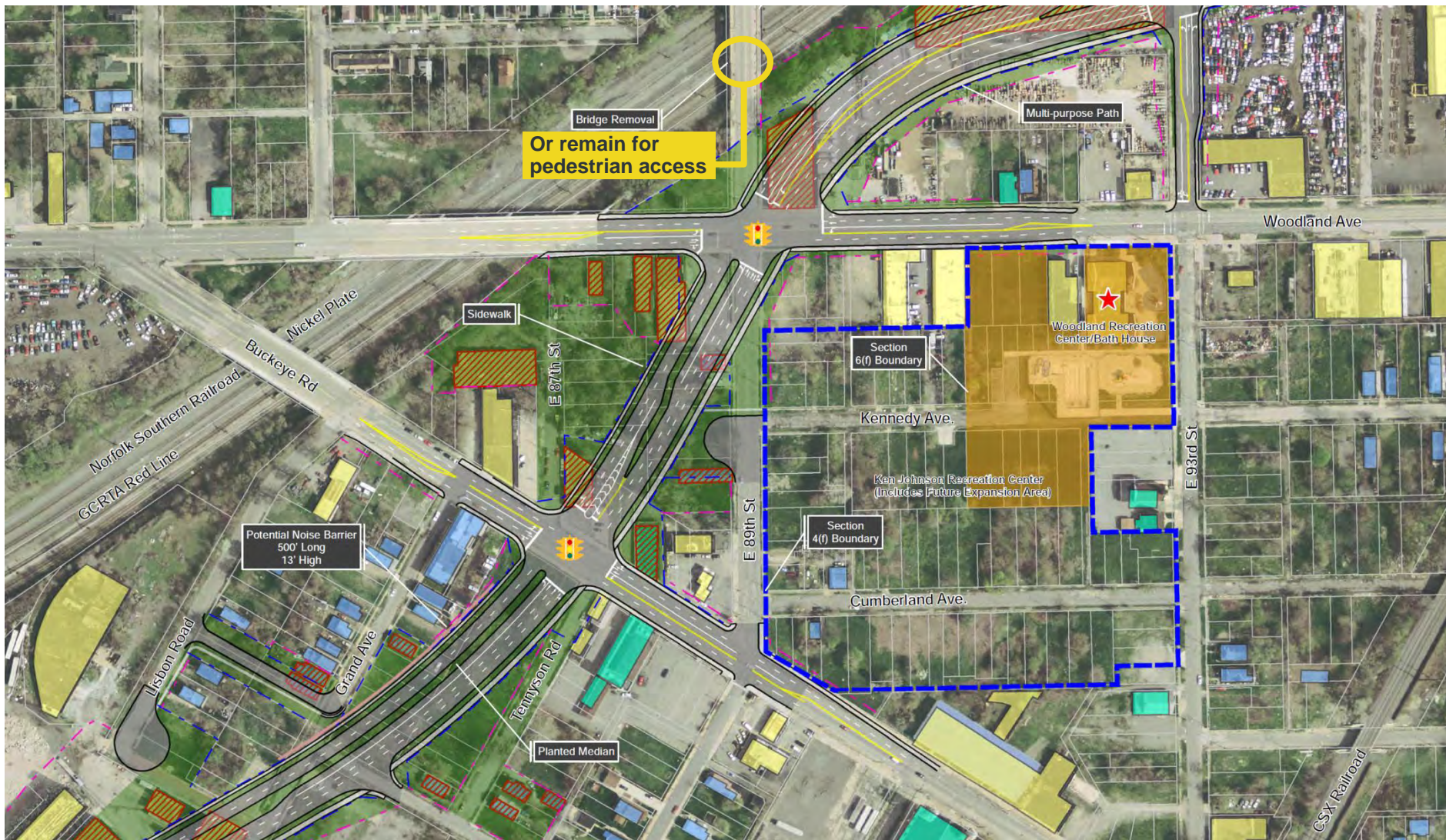
Preferred Alternative Updates





Preferred Alternative Updates










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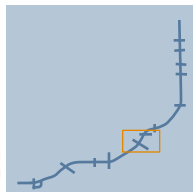


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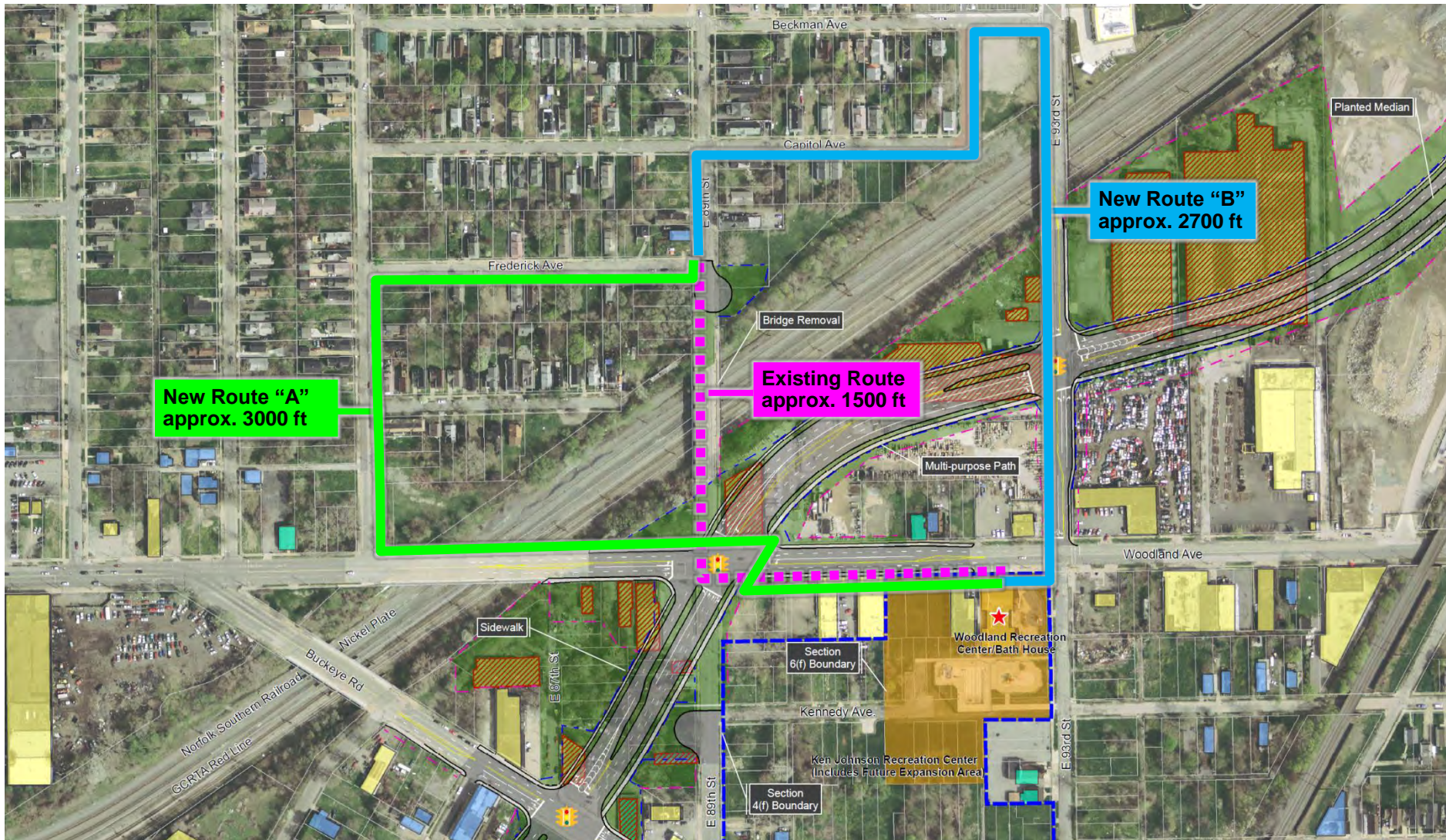
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|  | Pavement |  | Temporary Right-of-Way |
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Study Area Structures

- | | | | | | |
|---|------------|---|--------------------|---|---------------------------|
|  | Church |  | Residential |  | Traffic Signal |
|  | Commercial |  | Impacted Structure |  | Historic Structure |
| | | | |  | Medical Facility/Hospital |



Preferred Alternative Updates – Pedestrian Access

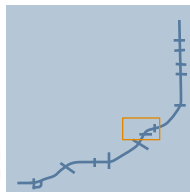


Preferred Alternative

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Study Area Structures

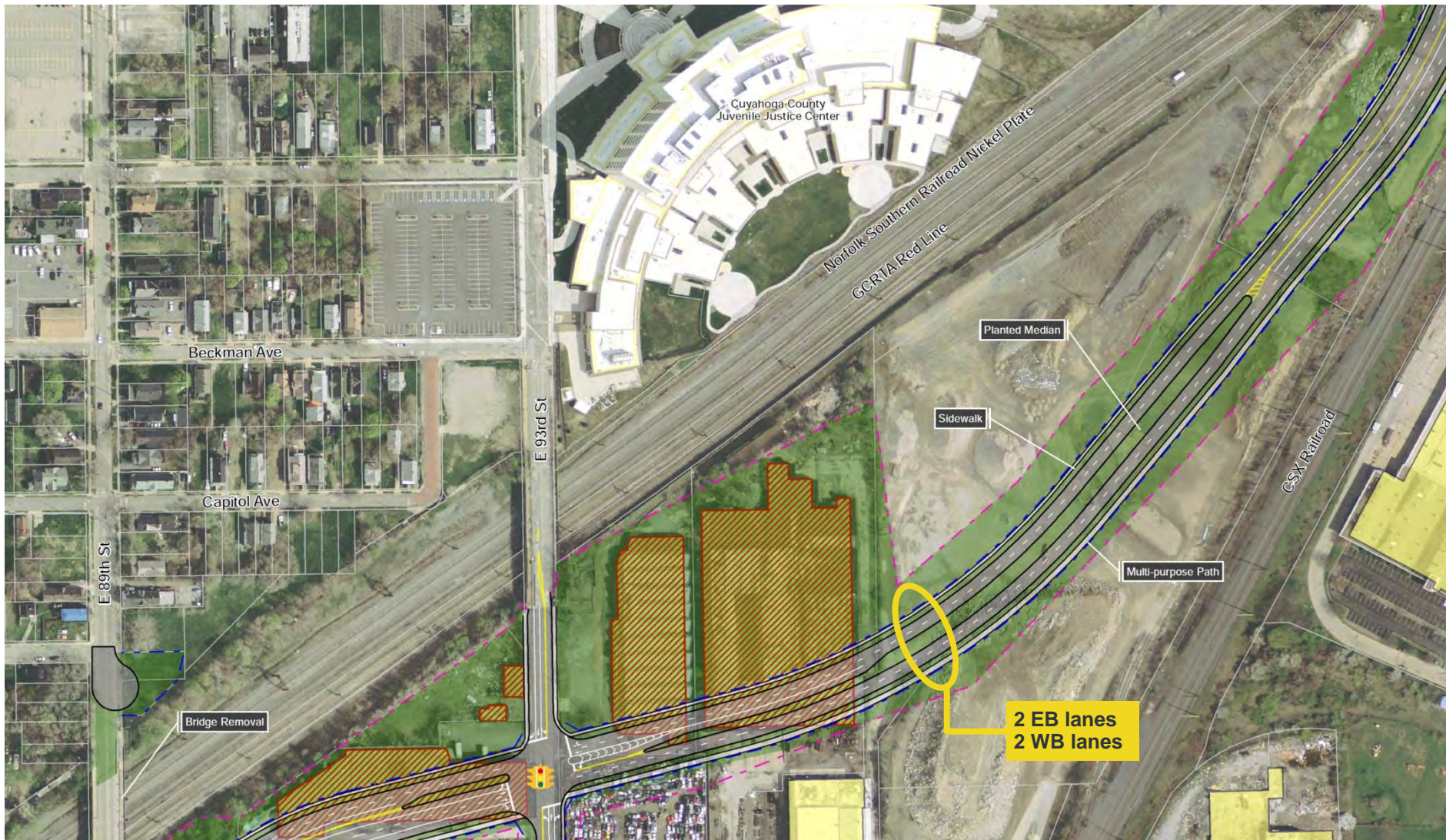
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Preferred Alternative Updates



Preferred Alternative Updates

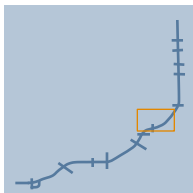


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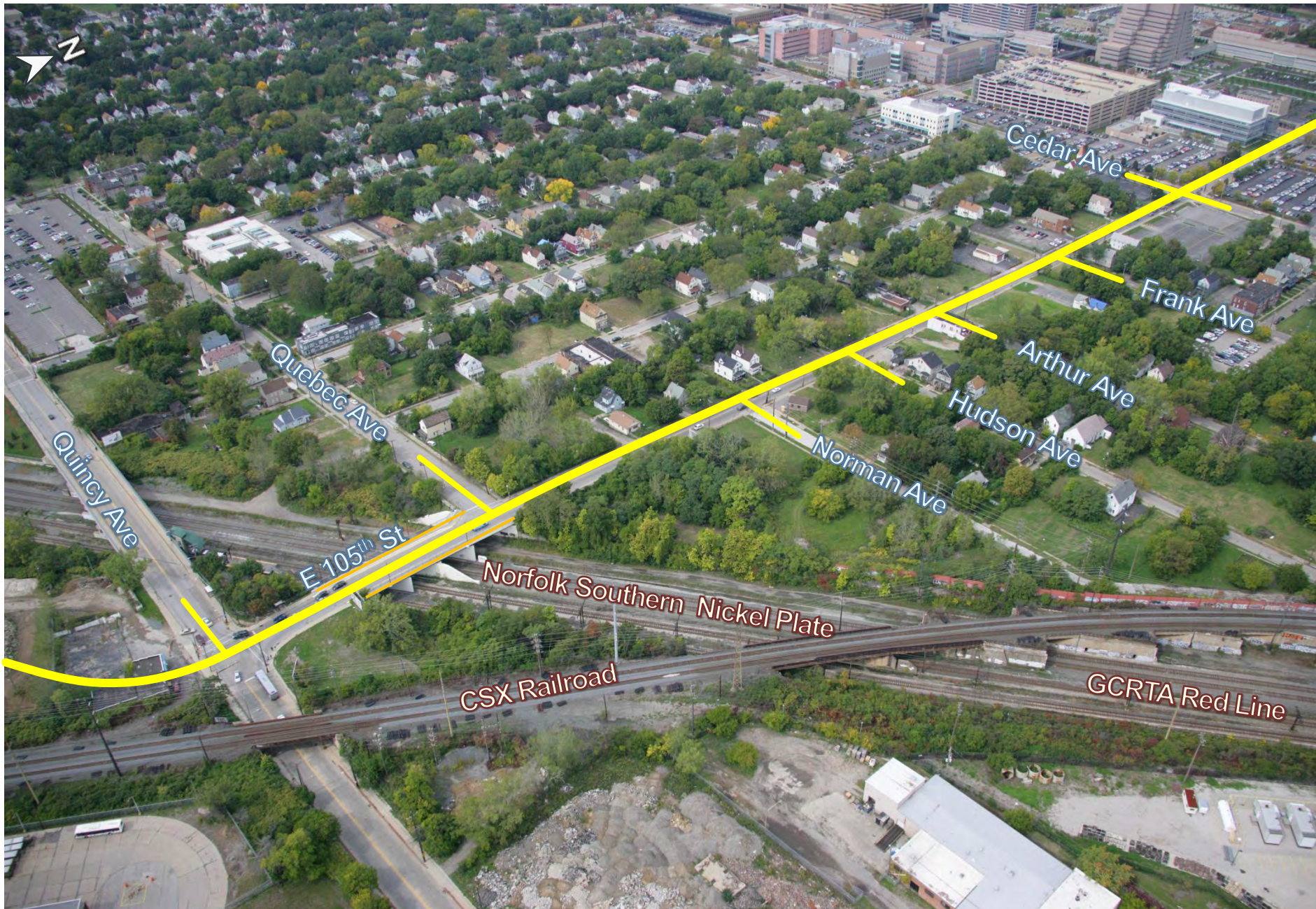
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	Impacted Area		Edge of Pavement

Study Area Structures

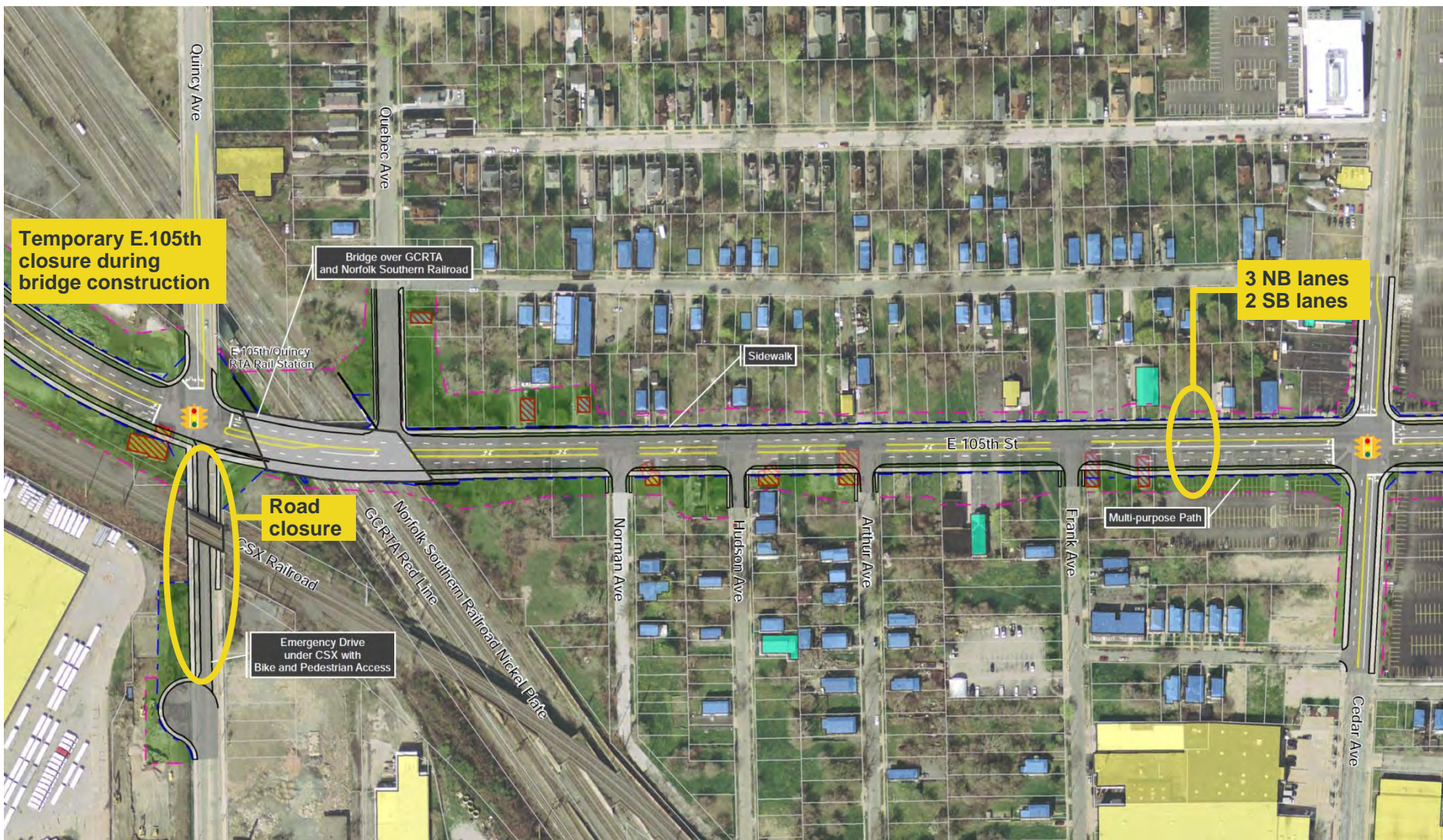
	Church		Residential		Traffic Signal
	Commercial		Impacted Structure		Historic Structure
					Medical Facility/Hospital



Preferred Alternative Updates



Preferred Alternative Updates

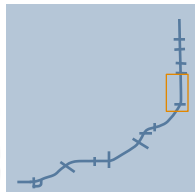


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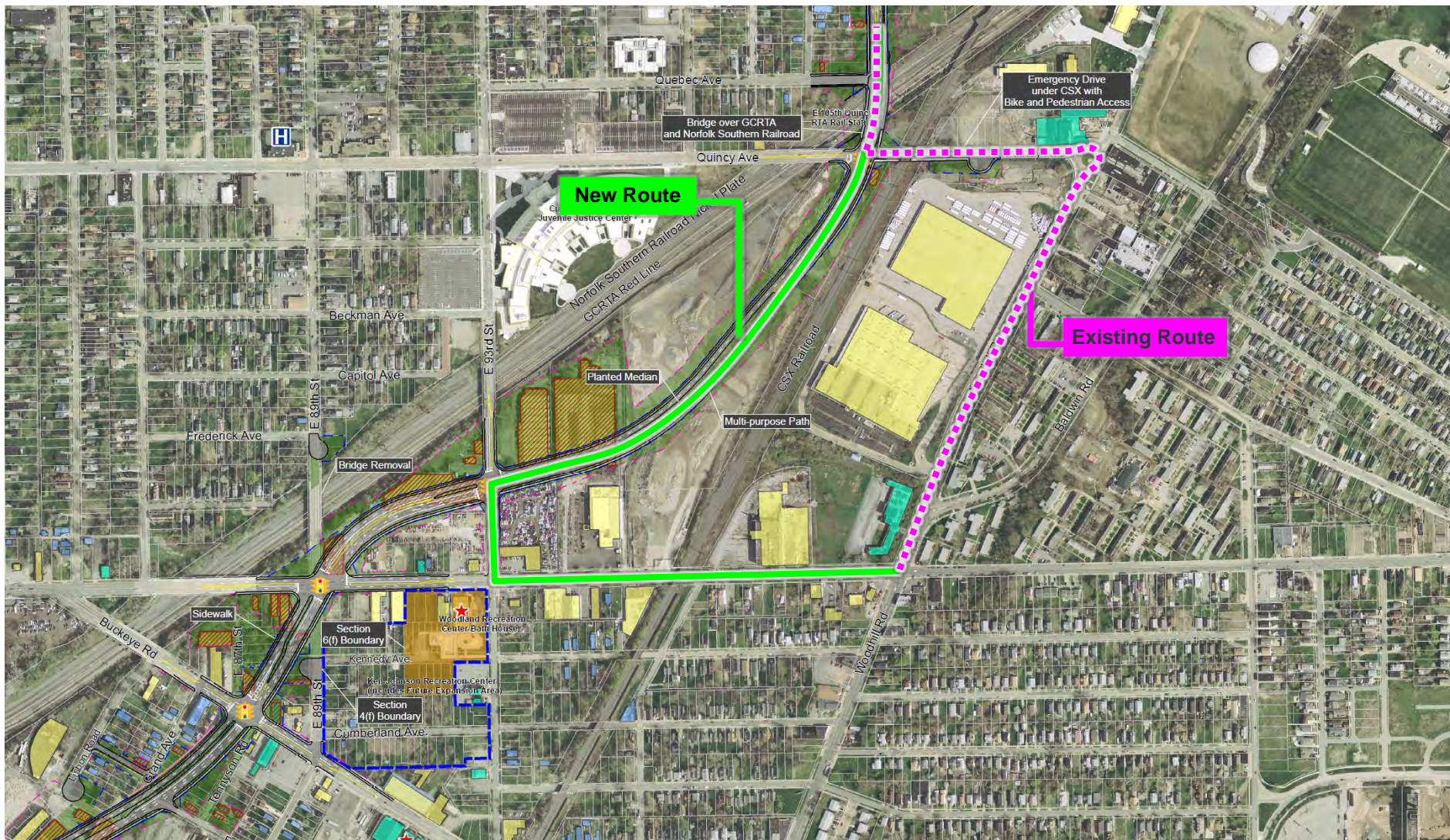
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Study Area Structures

	Church		Residential		Traffic Signal
	Commercial		Impacted Structure		Historic Structure
			Medical Facility/Hospital		










Preferred Alternative Updates – Quincy Avenue Detour

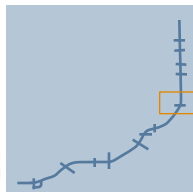


Preferred Alternative

-  Pavement
-  Bridge Deck
-  Impacted Area
-  Temporary Right-of-Way
-  Permanent Right-of-Way
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Study Area Structures

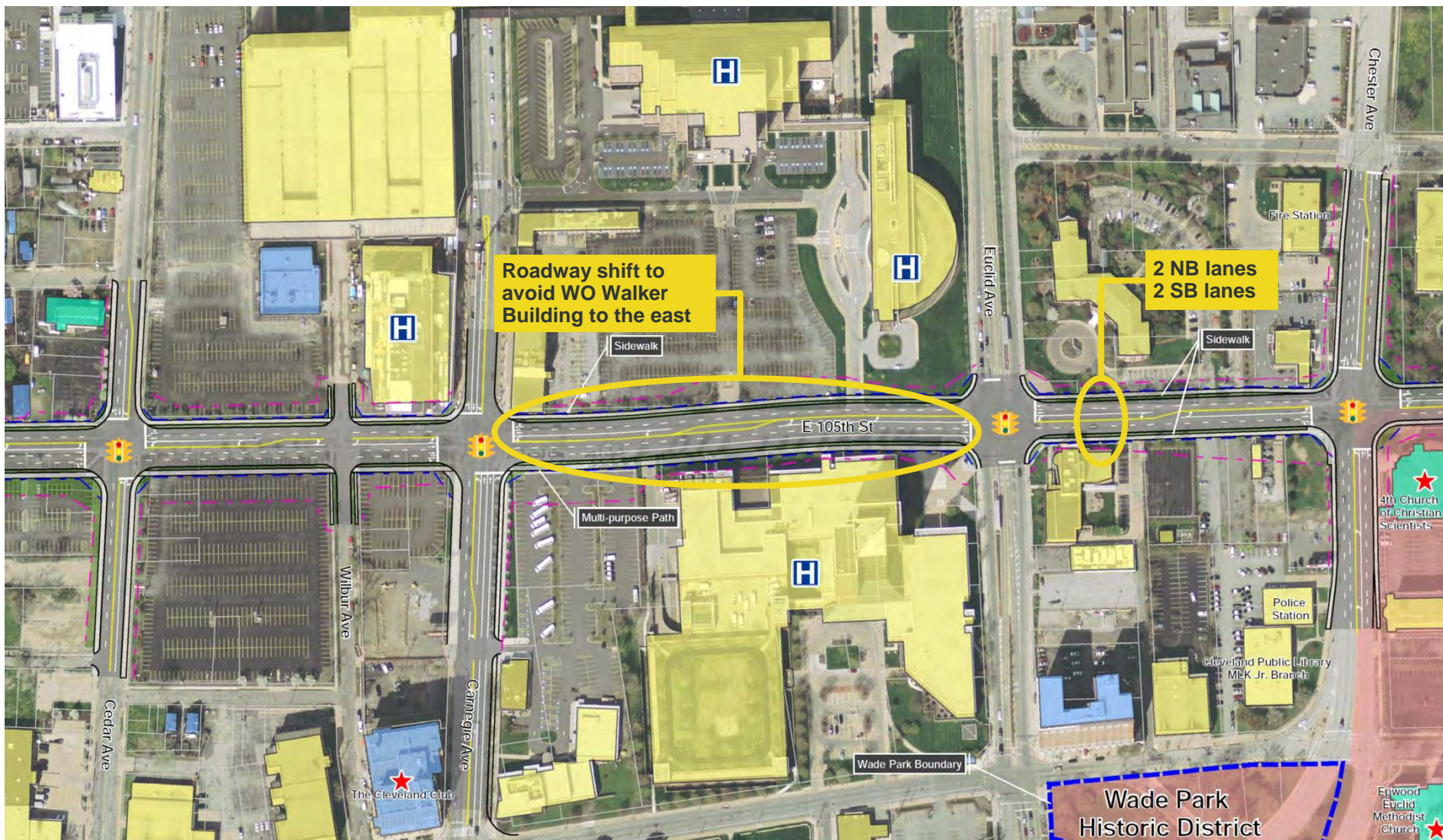
-  Church
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Preferred Alternative Updates



Preferred Alternative Updates



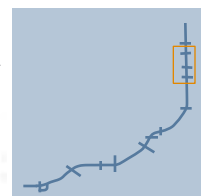
Preferred Alternative

	Pavement		Temporary Right-of-Way
	Bridge Deck		Permanent Right-of-Way
	Impacted Area		Edge of Pavement

Study Area Structures

	Church		Residential
	Commercial		Impacted Structure

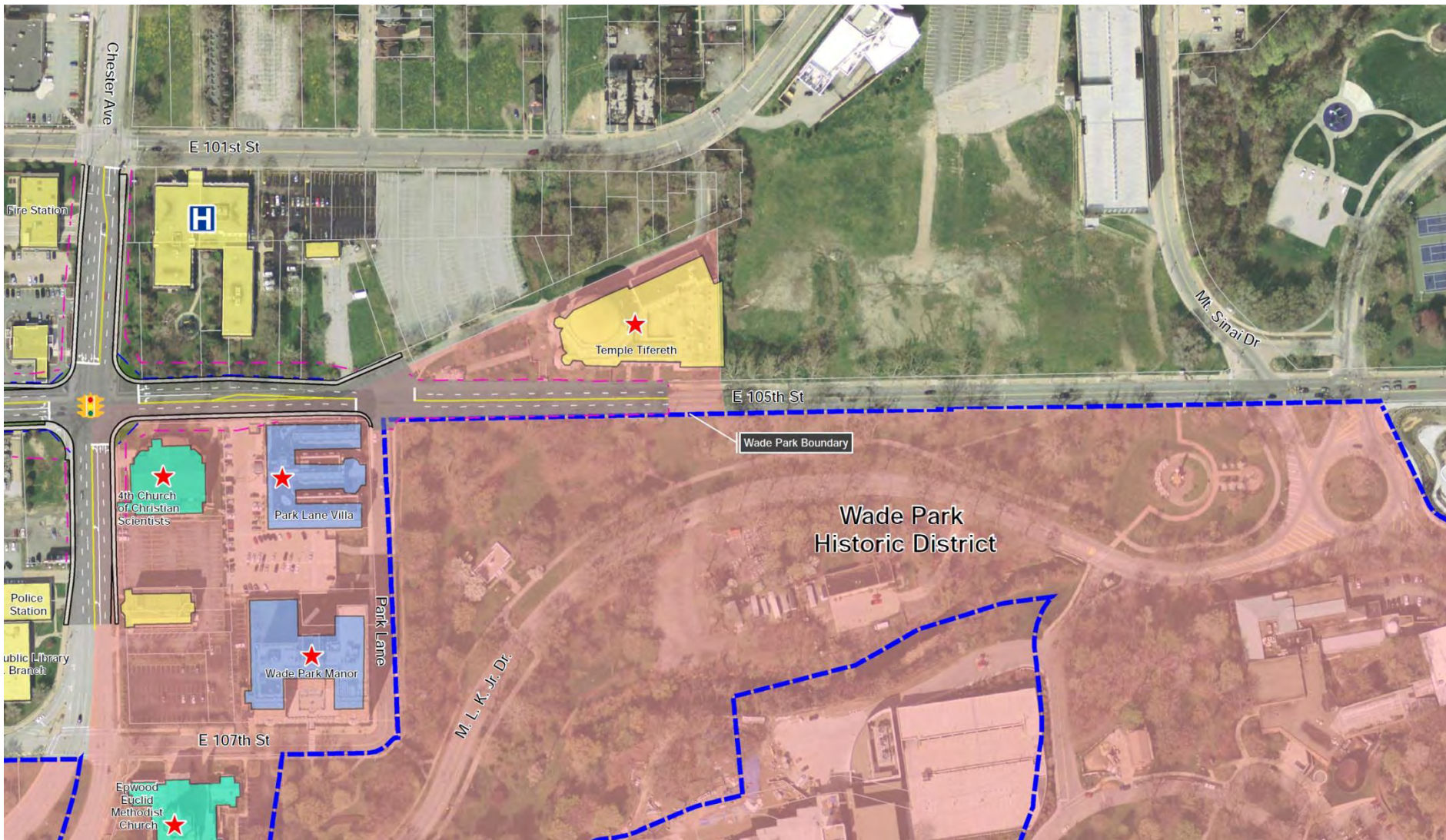
	Traffic Signal		Historic Structure
	Medical Facility/Hospital		



Preferred Alternative Updates










Preferred Alternative Updates

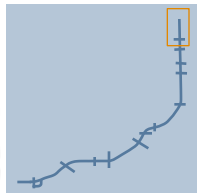


Preferred Alternative

- | | | | |
|---|---------------|---|------------------------|
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Study Area Structures

- | | | | | | |
|---|------------|---|--------------------|---|---------------------------|
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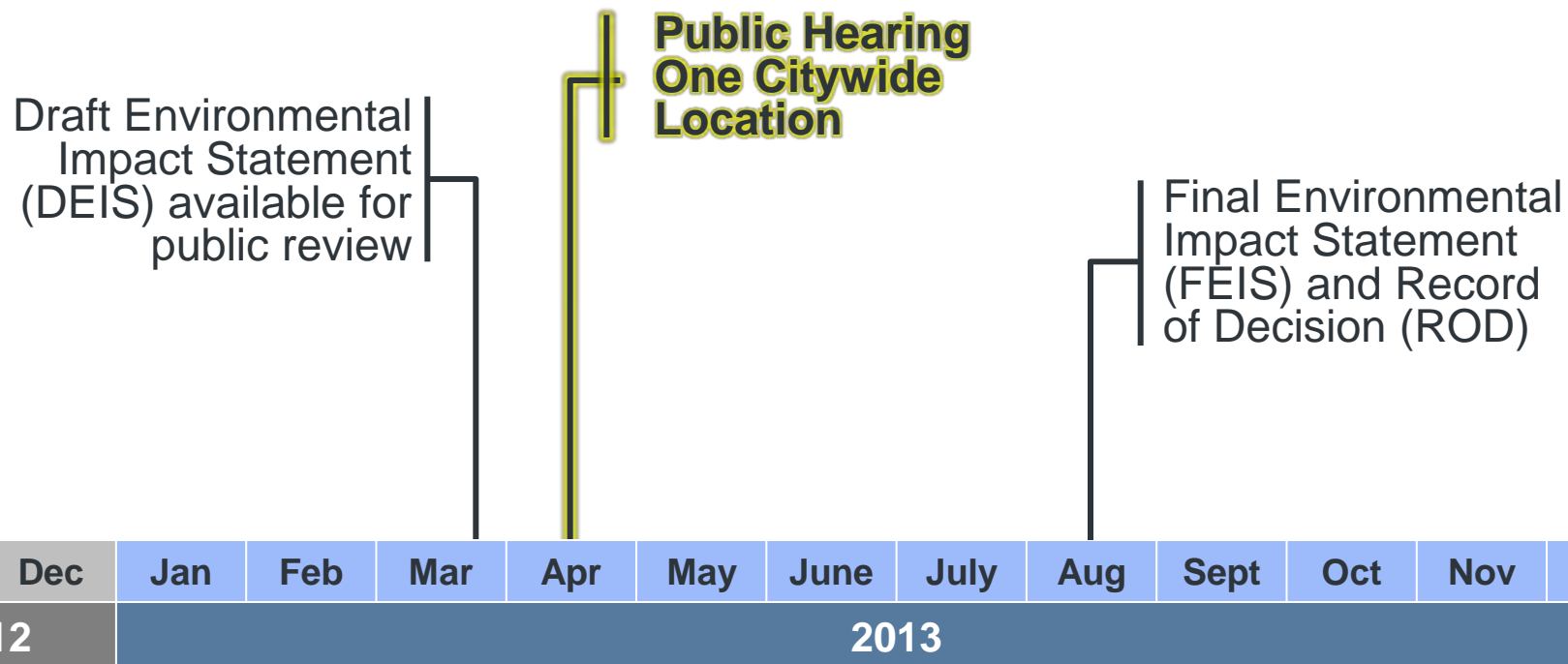


**Preferred
Alternative
Updates**

Project Impacts

Permanent Land – Acres (City Owned)	46.9 (10.2)
Potential Hazardous Material Sites	42
Historic Sites	1
Park and Recreation Sites	1
Residential Structures (Relocations)	64 (76)
Church Displacements	1
Commercial Business Structures (Relocations)	25 (16)

Next Steps - Environmental Process



HNTB



Next Steps

Phased Implementation Schedule

- Detailed Design (2014-2016)
- Land Acquisition (2015-2017)
- Utility Relocation (2016-2018)
- Construction (2017-2020)



Next Steps

Project Costs (2012 Dollars)

Planning, Design, Inspection \$33 M

Land and Relocation \$18 M

Construction \$195 M

Total = \$246 Million



HNTB



Next Steps

Project Financing

- Traditional
 - Planning & Environmental - \$4.5M
 - Detail Design - \$11M committed
 - Right-of-Way/Utility/Construction – TBD
- Innovative



Question & Answer

Thank You!



HNTB

